



Transportation Improvement Board
May 20-21, 2004 – Chelan, Washington
Location: Best Western Lakeside Lodge
2312 W. Woodin Avenue, Chelan WA 98816
509-682-4396

May 20, 2004
WORK SESSION AGENDA

WORK SESSION			Page
<i>Sidewalk Deviation Request</i>			
2:00 PM	A. City of Pullman: North Fairway Road	Omar Mehyar	34
<i>Program & Policy Issues</i>			
2:30 PM	B. Program Development Recommendations		
	1. Survey Results	Steve Gorcester	4
	2. Allocation (Emergency WAC Revision)	Rich Struna	38
	3. Graduated Match for TPP (Emergency WAC Revision)	Steve Gorcester	41
	4. Small City Program: Safety Criteria Revision	Steve Gorcester	44
3:30 PM	C. Program Size/Schedule	Steve Gorcester	46
3:45 PM	D. Program Redistribution	Steve Gorcester	47
4:15 PM	BREAK		
4:30 PM	E. Small City Engineering Policy Revision	Steve Gorcester	48
4:45 PM	F. Spokane SR-290 RJT Request	Bob Moorhead	49
5:00 PM	G. Newstreets		
	1. Statewide Summary	Bob Moorhead/Jeanne Cushman	1
	2. City of Chelan Paving Request	Steve Gorcester	57
5:30 PM	H. Board Meeting Schedule Revision	Steve Gorcester	58
Dinner (<i>on your own</i>)			



Transportation Improvement Board
 May 20-21, 2004 – Chelan, Washington
 Location: Best Western Lakeside Lodge
 2312 W. Woodin Avenue, Chelan WA 98816
 509-682-4396

May 21, 2004 – 9:00 AM
 BOARD AGENDA

Page

1. CALL TO ORDER Chair Ganley
2. NEW BOARD MEMBERS Chair Ganley
 - A. Federal Way Councilmember Jeanne Burbidge
 - B. Yakima Councilmember Neil McClure
3. GENERAL MATTERS
 - A. Approval of January 23, 2004 Minutes Chair Ganley 7
 - B. Communications Steve Gorcester
 1. Bridge corridor nearly ready – *The Olympian* 10
 2. Businessman angered RE city paving plan – *Star of Grand Coulee* 11
 3. Highway 7 backers want more – *The News Tribune* 12
 4. Burdin Blvd sidewalk alternative sought – *Star of Grand Coulee* 14
 5. City gambles on highway study – *Whidbey News-Times* 17
 6. Mayor outlines plans for city – *Star of Grand Coulee* 18
 7. Lacey officials get look at new stretch of road – *The Olympian* 19
 8. Compromise possible in boulevard debate – *Star of Grand Coulee* 20
 9. Marysville's State Ave project will wrap up early – *HeraldNet* 21
 10. Benton County Intertie (photo) – *Tri CityHerald.com* 22
 11. Compromise reached in Burdin Blvd – *Star of Grand Coulee* 22A
4. NON-ACTION ITEMS
 - A. Chair's Report to the Board Chair Ganley
 - B. Executive Director's Report Steve Gorcester
 - C. Financial Status Rich Struna 23
 - D. Project Activity Report (3/1/04-4/30/04) Steve Gorcester 26
5. ACTION ITEMS
 - A. Sidewalk Deviation Request
 1. City of Pullman: North Fairway Road Omar Mehیار 34
 - B. Program Development Recommendations
 1. Allocation (Emergency WAC Revision) Steve Gorcester 38
 2. Graduated Match for TPP (Emergency WAC Revision) Steve Gorcester 41
 3. Small City Program: Safety Criteria Revision Steve Gorcester 44
 - C. Program Size/Schedule Steve Gorcester 46
 - D. Program Redistribution Steve Gorcester 47
 - E. Small City Engineering Policy Revision Steve Gorcester 48
 - F. Spokane SR-290 RJT Request Bob Moorhead 49
 - G. City of Chelan Paving Request Bob Moorhead 57
 - H. Board Meeting Schedule Revision Steve Gorcester 58
6. FUTURE MEETINGS

July 22-23, 2004 – Spokane Valley
 September 16-17, 2004 – Grandview
 November 18-19, 2004 – SeaTac
7. ADJOURNMENT



**Small City Program
Newstreets Summary**
May 20, 2004

BACKGROUND

In 2003, the Newstreets Demonstration Program was authorized by the Board. Eight projects in small cities were selected on the basis of three criteria:

1. Pavement ratings which indicated an asphalt overlay to be the appropriate maintenance tool.
2. Underground utilities that were new or documented as well maintained.
3. A nearby large-scale paving project that might offer economies of scale to reduce the unit price for asphalt.

A total of \$2.5 million was made available for the first round of demonstration projects. Four of the projects have been completed, and the others may be completed in the first half of 2004. To date, the asphalt unit price has been 5% to 20% below what may have been expected for a stand-alone project. The projects completed to date are:

Connell 6-E-926(N04)-1 Elm Street Overlay \$91,000
Asphalt at \$39.90 per ton for 250 tons. The Newstreets project was added to a TIB Small City Project that had Asphalt at \$41.80 per ton for 1,825 tons for the reconstruction of Clark Street.

Coupeville 6-W-827(N07)-1 Citywide Arterial Overlay \$340,604
Class B Asphalt at \$41.00 per ton for 5,087 tons. The Newstreets project was added to an Island County Overlay Project that was bid at \$44.00 per ton for 4,415 ton of Class B asphalt. The completed project surplused \$51,396 in TIB funds.

Davenport 6-E-870(N05)-1 Citywide Arterial Overlay \$321,000
The asphalt cost was \$45.00 per ton for 4,733 tons. The project is nearing closeout.

White Salmon 6-E-936 (N04)-1 Citywide Arterial Overlay \$307,958
Class A Asphalt at \$44.45 per ton for 5,300 tons. The Newstreets project was added to a WSDOT/White Salmon reconstruction project on SR 14. At closeout, an increase of \$2,958 (less than 1%) was required.

Waitsburg 6-E-938(004)-1 Main Street Overlay \$70,000+/-
This project was added to the Newstreets Demonstration Program to take advantage of a "Paving Opportunity." Asphalt at \$35.00 per ton for 1,130 tons was provided to

repave about six blocks of Main Street in conjunction with a WSDOT Paving project on SR 124. The overall cost of about \$70,000 was provided by TIB.

The remaining four projects from the first round are scheduled to be completed during the 2004 construction season:

Republic 6-E-855(N02)-1 Citywide Arterial Overlay \$500,000
This project will be completed in conjunction with WSDOT paving on SR 20 and the completion of a large-scale utility upgrade project. Completion expected by June 30, 2004.

Kittitas 6-E-931(N02)-1 Citywide Arterial Overlay \$396,000
This project had been expected to go to bid in conjunction with a Small City Project, but a change in consultant and other complications prevented the Newstreets project from being included in the SCP bid. The project may now be delayed until 2004 to coordinate with a small bridge replacement project.

Lind 6-E-843(N03)-1 Citywide Arterial Overlay \$320,000
This project is now expected to be bid in 2004 soon after a Small City Program project on E Street, in an effort to reduce the asphalt unit prices for both projects.

Twisp 6-E-886(N02)-1 Wagner Street Overlay \$175,000
This project was to pave portions of Wagner Street in conjunction with a bridge replacement project. However, the bridge project was completed without the desired arterial paving. Closer examination indicates that more extensive reconstruction is needed and the project may be withdrawn.

OVERALL EVALUATION

The Newstreets Demonstration Program provided asphalt at a range of \$35.00 to \$45.00 per ton, or a weighted average of \$42.82 per ton. This compares to a range of \$31.40 to \$90.00 per ton, with an average cost of \$42.99 for small city projects bid between July 1, 2002 and March 31, 2004.

While the overall cost savings may appear minor, the opportunities to get the overlays constructed in some of the Newstreets small cities might not have developed had the projects had to wait for the traditional Small City Program. And, the range of asphalt costs on the Newstreets projects was basically at or under the 21-month average, with the high cost project only 5% over the average, instead of the high cost projects being as much as 100% over the average in the routine Small City Program.

Lessons Learned

1. The process to link city pavement ratings and utility projects with nearby large-scale paving projects is more difficult than originally expected.
2. The primary savings in Newstreets project costs have been in project mobilization costs, with savings in asphalt costs being smaller than expected.

3. The Pavement Condition Ratings (PCRs) developed during the WSDOT Pavement Preservation Program in 2000-2002 were not consistent among the many small cities, and may need to be updated by TIB and/or WSDOT staff to ensure usefulness. It is likely pavement ratings will need to be updated and maintained on a regular basis if the "Newstreets" or "Paving Opportunities" programs are to become permanent.
4. Care must be taken not to place a maintenance overlay on a small city street segment that is so deteriorated that the overlay will fail within a year. (Twisp)
5. In meetings with the WSDOT Region staff, it appears a one year lead time from small city project identification to actual overlay construction will be necessary to include the small city work within a WSDOT overlay contract.
6. It is more practical to identify a limited number of arterial street segments in the candidate small cities for the maintenance overlay than to attempt to "pave the whole town," as pavement conditions vary widely within each community.
7. TIB and WSDOT staff have met with Assistant Attorney General Jeanne Cushman in formulating the appropriate contractual relationship among TIB, WSDOT, and the cities for future projects. That effort is expected to be concluded in early June.



Program Development Survey Results

May 21, 2004

BACKGROUND

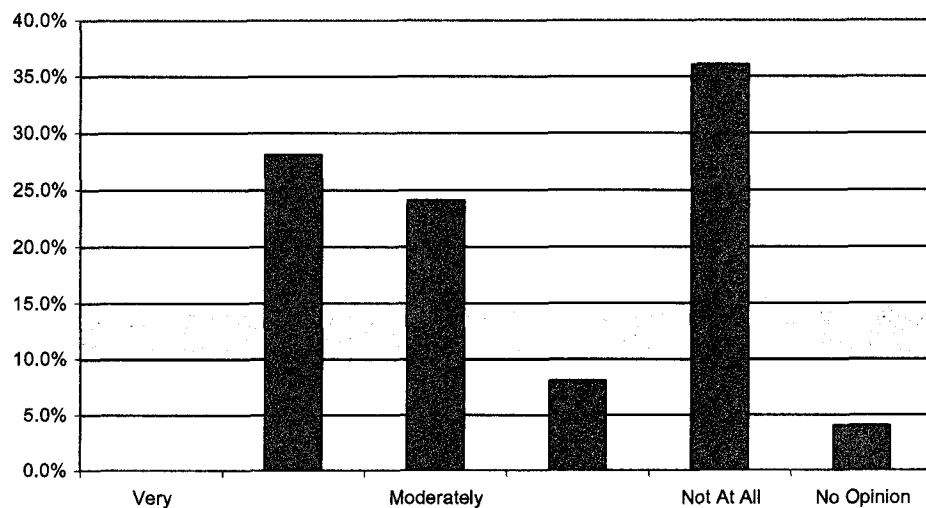
Through performance measures and customer suggestions, the TIB staff identified several possible modifications to TIB urban programs. Before acting to modify the programs, the Board requested feedback through a customer survey submitted to local agencies in early March. The survey was sent to the 128 agencies eligible for the urban programs. The TIB received 26 survey responses (20.3%).

The following is a brief description of the survey results:

Modifying Regional Distribution

Issue: Customers have indicated that funding available for their region may be insufficient when submitting applications for major projects. Consolidating geographical regions and their distributions would offer agencies the ability to submit applications for larger grants.

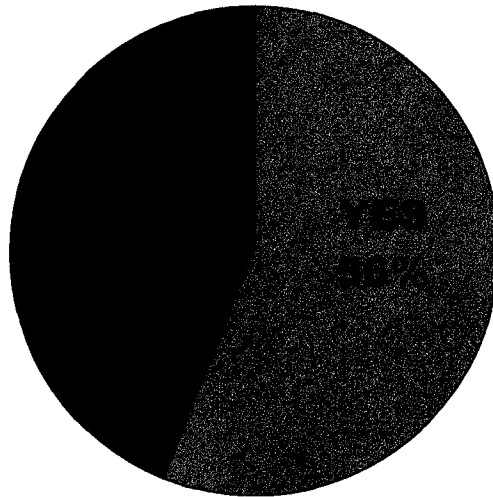
Survey Result: Do you support competing in fewer, but larger, geographical regions where the regional allocation has been combined?



Allocating funds within urban programs

The TIB allocates funds within its urban programs using three different methodologies. In order to simplify the distribution, adopt a single methodology that considers population and lane miles.

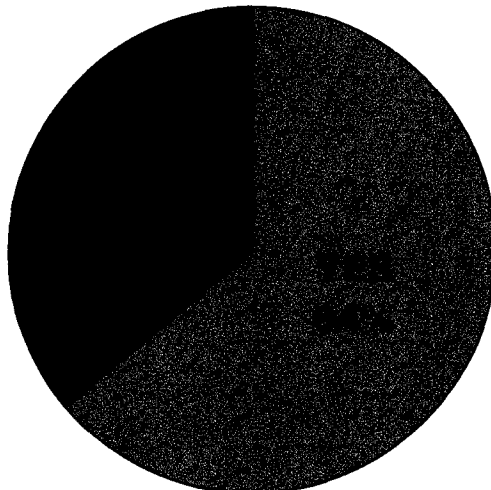
Survey Result: Do you support changing the existing allocation methodology to consider population and lane miles for all urban programs?



Local agency match requirements in the Transportation Partnership Program

In order to be eligible for TIB funds, local agencies are required to provide a minimum of twenty percent of the project cost. Larger urban agencies have greater financial resources and are able to provide the necessary match. Scaling the match requirement based on an agency's population would reduce the financial impact of large projects on smaller agencies.

Survey Result: Do you support using a graduated match for the Transportation Partnership Program?



SUMMARY

The survey results suggest adopting the changes to the allocation process and modifying the local agency match requirements in the Transportation Partnership Program.

Survey respondents did not support combining regional distributions. While respondents recognized the need for larger regional distributions, they did not want to do so at the expense of creating new competitions.

**Transportation Improvement Board
January 23, 2004
Lacey Community Center
Lacey, Washington**

MINUTES

PRESENT

TIB BOARD MEMBERS

Councilmember Bill Ganley, Chair
Commissioner Leo Bowman, Vice Chair
Mr. John Akers
Mr. Tom Ballard
Mr. George Cress
Ms. Kathleen Davis
Mr. Dan DiGuilio
Ms. Paula Hammond

Councilmember Rob McKenna
Mr. Dick McKinley
Mr. Dave Nelson
Mr. Dave O'Connell
Mr. Paul Roberts
Commissioner Mike Shelton
Mr. Arnold Tomac
Mr. Theo Yu
Ms. Kim Zentz

TIB STAFF

Steve Gorcester
Rich Struna
Omar Mehyar
Gloria Bennett
JoAnn Schueler
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Ms. Bonnie Berk
Mr. Jay Weber

CALL TO ORDER

Chair Ganley called the meeting to order at 9:08 AM. He introduced Lacey Mayor Graeme Sackrison who welcomed the Board to Lacey and thanked them for the support provided to allow Lacey to complete its transportation projects.

Chair Ganley introduced Senator Jim Horn, Chair of the Senate Transportation Committee, who spoke to the Board regarding transportation issues for the 2004 legislative session. He mentioned:

- Nickel package focused on meeting transportation needs of the 36 counties outside of the Puget Sound
- RTID now needs to address the needs of central Puget Sound
- importance of bringing focus of funds back to the project level
- connection between freight mobility in Washington and NAFTA and the need to maintain this connection to compete as an economically viable region
- TIB's involvement with statewide plans and fitting within the bigger transportation picture
- a \$3.9 million study to determine better methods to reduce congestion in specific counties
- TIB's strong role in putting back the funds into viable projects
- importance of educating the public on the need for the gas tax to demonstrate how the funds are used in projects which improve the quality of their life
- highways of state significance and their impact on the local roads
- future priorities to include investments in the local areas and corridor program
- need to look at transportation as an investment

GENERAL MATTERS

A. Approval of November 21, 2003 Minutes

MOTION: It was moved by Councilmember McKenna with a second by Mr. McKinley to approve the minutes of the November 21, 2003 Board meeting as printed. Motion carried unanimously.

- B. Communications** – Steve Gorcester referred the Board to the communications section in the Board packet.

LOCAL PRESENTATIONS

The following people provided detailed PowerPoint presentations about past, current, and future projects throughout their respective cities/counties:

- Roger Schoessel, City Engineer, City of Lacey
- Randy Wesselman, Transportation Engineering Supervisor, City of Olympia
- Jay Eaton, Public Works Director, City of Tumwater
- Stephanie Conners, Program/Project Manager, City of Yelm
- Doug Bramlette, Assistant County Engineer, Thurston County

Chair Ganley thanked all who presented.

NON-ACTION ITEMS

A. Chair's Report to the Board

Chair Ganley reported that AWC would recommend nominations to replace Councilmember Mary Gates and Council President Rob Higgins at their Jan. 28 Board meeting.

Chair Ganley announced that this was Mr. Roberts' final Board meeting as he had accepted a position with Snohomish County. Chair Ganley presented Mr. Roberts with a plaque thanking him for his service, vision, and positive contributions he made to the Board.

B. Executive Director's Report to the Board

Steve Gorcester gave a state of the agency address, highlighting the following:

- agency has turned deficits into surpluses in the past three years by providing a major correction in the TIA fund
- UATA fund is slightly below par; however, it has improved and is being monitored on a daily basis
- focus is on producing projects and selecting projects that are sustainable in the future
- over 100 projects that were sitting dormant in the inventory have been closed out
- TIB is currently very strong legislatively

Legislative Update – Steve reported that: 1) the Board endorsed the TIA and UATA fund merger at the last meeting; however, TIB did not have the concurrence of AWC on this merger. Consequently, it was not placed before the Legislature this session; 2) legislation has been provided to the House requesting that the Route Jurisdiction Transfer (RJT) process become the responsibility of the Legislature. This legislation is supported by both chairs.

Staff Reorganization – A primary change has been made to place all the engineers into a “one state” format. Omar Mehyar is the operations manager for the entire state; Bob Moorhead is the special projects manager and is currently working on the paving opportunities program, which is labor intensive. The rationale behind these changes is to streamline the workload and provide a cohesive and consistent method for working with projects.

TIB Funds on State Routes – The Board requested data on TIB funds provided for work on State Routes. Steve provided a chart showing the number of state routes that included TIB funding from 1990 to 2005. There was a brief discussion on the importance of investing in highways of regional significance.

Project Events – The following ribbon cutting events were highlighted:

- Okanogan – Oak Street Bridge
- Bellevue – NE 4th Street Bridge

C. Financial Status

Rich Struna noted a correction on page 40 of the board packet to read "TIA Total Expenditures" at \$20,295,579 and "TIA Total Appropriation Balance" at \$84,908,990, with the account balance correct at \$18,622,435. He reported that the UATA fund was \$3 million over the original allocation, and that this account has a \$2 million balance. It is monitored on a daily basis. The administrative budget through December had an appropriation of \$787,106 with expenditures of only \$666,264.

D. Project Activity Report (9/1/03-10/31/03)

Steve Gorcester reported that there was a net reduction in the AIP demand of \$700,000, which included some increases. The TPP had a net reduction of \$1.2 million. The SCP had a net increase of \$256,263, which is typical for this program. Project activities from November 1, 2003 through December 31, 2003 resulted in a net reduction of \$1.5 million in TIB commitments.

ACTION ITEMS

A. Increase/Scope Change Request

Grant County: Chanute Street/32nd Avenue/Arnold Drive Scope Change – Grant County requested a scope change to extend the project from its current limits to encircle the Big Bend Community College campus with no change in TIB funds. If this request did not meet Board approval, the AIP program would receive a surplus since the original project had been overestimated. It was noted by Ms. Zentz that the TIB would not want to make a practice of approving this type of a request since the Board is making a conscious effort to save money.

MOTION: It was moved by Vice Chair Bowman with a second from Commissioner Shelton to approve a scope change to extend the original project as presented with no change in TIB funding. Motion carried with one abstention from Mr. Nelson.

Spokane County: Market Street – Spokane County requested a scope change to shorten improvements on Market Street and add improvements on the Freya and Magnesium intersections as recommended by the Value Engineering (VE) study. It was noted that if the project had included the scope change when initially submitted, it would have rated higher than the original project submitted. An increase in TIB funds would be used to offset the increase in right-of-way costs. However, if the Board approves the scope change with no increase, the county will proceed with design and construction of the amended project.

MOTION: It was moved by Commissioner Shelton with a second from Vice Chair Bowman to approve a scope change with no increase in TIB funds to limit work on Market Street to the section between Lincoln and Magnesium and to add the realignment of Magnesium to intersect Market at Freya as presented. Motion carried unanimously.

B. Board Meeting Revision – It was requested to adjust the date of the March Board meeting which conflicted with the APWA Conference. Chair Ganley called for a motion to change the March Board meeting to a one-day only meeting scheduled at SeaTac City Hall on March 26 to avoid the schedule conflict and to lessen the impact on the travel budget due to King County per diem rates.

MOTION: It was moved by Vice Chair Bowman with a second from Mr. Tomac to amend the March meeting date to one-day only held on Friday, March 26, 2004 at SeaTac City Hall. Motion carried unanimously.

FUTURE MEETING

The next Board meeting is scheduled to meet in SeaTac on March 26, 2004. A meeting notice regarding the March meeting will be sent out on March 5, 2004.

ADJOURNMENT

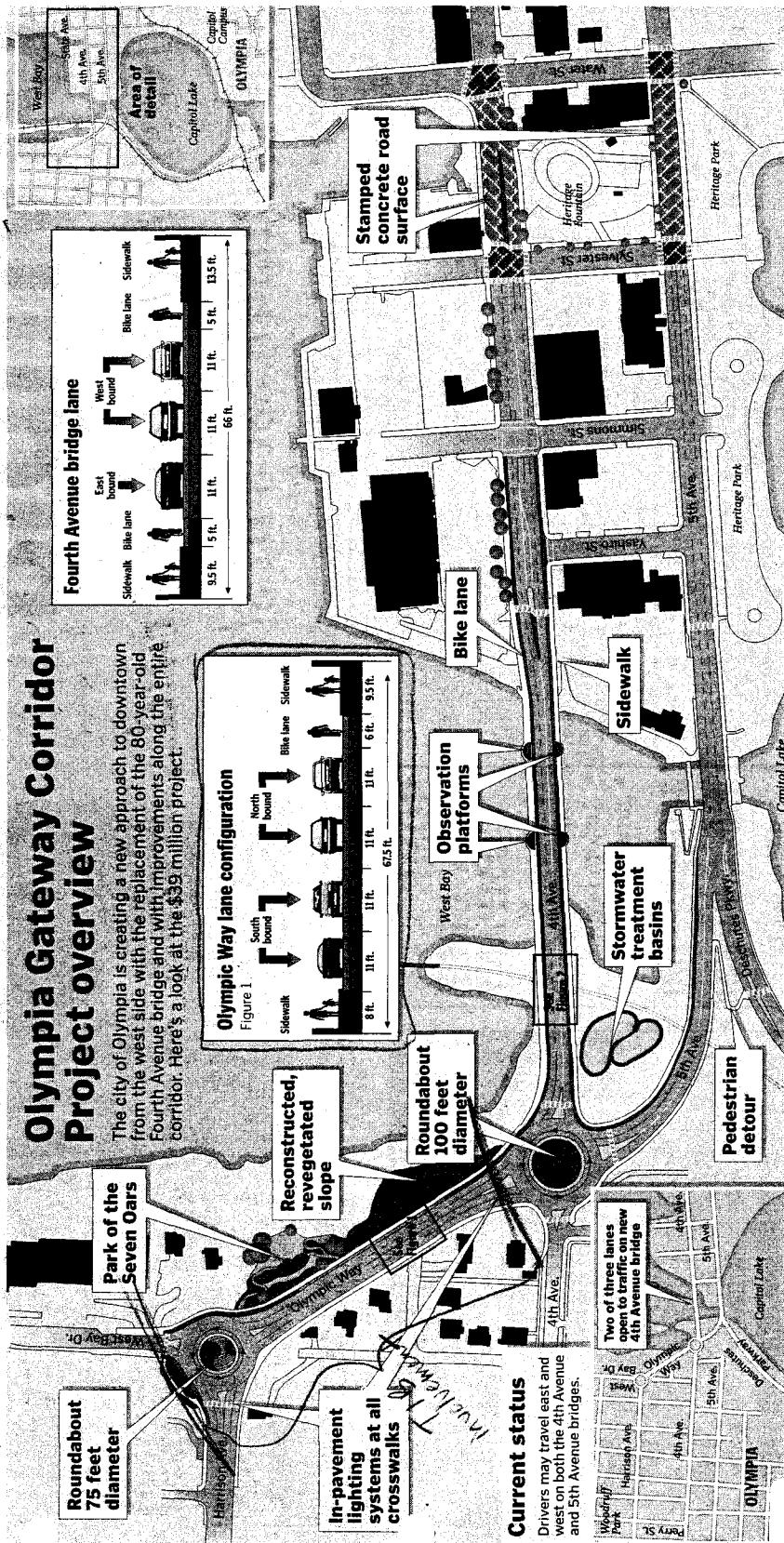
The meeting adjourned at 11:06 AM.

OUR COMMUNITIES

Bridge corridor nearly ready

Olympia Gateway Corridor Project overview

The city of Olympia is creating a new approach to downtown from the west side with the replacement of the 80-year-old Fourth Avenue bridge and with improvements along the entire corridor. Here's a look at the \$39 million project.



Businessman angered about city paving plan

By: Stephen Mercer

April 07, 2004

Concerned about the effect a new sidewalk would have on the amount of parking and safety of his building, a Grand Coulee man disputed part of the city's plan to repair Burdin Boulevard.

Milt Snyder does not want a sidewalk placed in front of an alley that runs beside and behind the west end of his Burdin Boulevard building.

The sidewalk would cut off nine planned parking spots behind the building, he told the city council and Mayor Tammara Byers last night.

The estimated \$273,000 project will be paid for by a state Transportation Improvement Board grant.

The sidewalk would end the head-in parking in front of the building and require people to parallel park. Byers said parallel parking is a city law that's not been enforced.

She said the city would maintain an alley that stretches along Burdin Boulevard

Snyder said the parallel parking and sidewalk would take away two-thirds of his parking space, which often sits full during the day.

He said he could also lose the building's tenants - dentist Lawrence Rehn, Chiropractor Russell Barnings and Okanogan Regional Home Health & Hospice.

Byers said engineering firm Gray and Osborne determined in preliminary engineering work that the alley posed a traffic problem and the sidewalk would provide proper draining.

She said the city must follow the preliminary plans to keep the TIB grant.

But Snyder said that at a public meeting on the project on March 10, Gray and Osborne Engineer Jeff Stevens said he could choose between the alley on the west side and a much narrower one on the east side.

He added that a driveway would provide the same drainage as a sidewalk on the slope.

Snyder said his option was changed to only the east side without his knowledge. He said after finding out, he tried to get information for 10 days.

Byers said she received a letter from Stevens yesterday that stated no changes will be made to the sidewalk. She said she planned to send Snyder the letter today and handed him a copy last night.

Grand Coulee Fire Chief Rick Paris said he heard Stevens mention the option of keeping the alley open at the meeting, as well. He said he remembers Stevens referring to a PUD box, which is located on the west end of the building.

Paris said, as the city's fire chief, he's opposed to closing the wider alley, which the city could use to fight fires in the back of the building.

Snyder said the other side is too narrow for a fire truck, garbage truck or any other large vehicles to get through.

Byers said she would look into it, but did not want to lose the TIB grant because of it.

"I wouldn't think anyone would want to put someone out of business because of a grant," Snyder said. State money originates from businesses and the city wouldn't want to lose that money, he said.

Councilmember Mick Palanuk said the city should give it another look.

©The Star of Grand Coulee 2004

The News Tribune - Tacoma, WA

Tuesday, April 13, 2004

[< Back to Regular Story Page](#)

Highway 7 backers want more

EIJIRO KAWADA; The News Tribune

After a dozen years of planning, the state is ready to begin improvement projects this summer on Highway 7 through Parkland and Spanaway.

This major highway, locally known as Pacific Avenue South, isn't pedestrian-friendly. People often try to cross the five-lane road and get trapped in the center turn lane. Drivers pull in and out of the highway pretty much wherever they want to.

"It's a mess of traffic," said Parkland resident Jennifer Wamboldt. "It doesn't allow pedestrian access to any of the economic centers."

The \$9.5 million safety improvement project will add sidewalks, bike lanes, streetlights, storm water drainage and a new traffic signal system on a five-mile section of the highway between 112th Street East in Parkland and 188th Street East, near the Roy Y.

Such improvements sound like something everybody in the area would be excited about. However, many residents and businesses say now is not the time to do them.

The critics are not opposed to the project, but they say the project doesn't go far enough to make the corridor attractive. With more money, Highway 7 could turn into something more desirable, they say.

"I think the community prefer the project be held off so that there would be money for additional amenities," Wamboldt said.

Local elected officials are working to find an additional \$3.2 million to plant trees, install pedestrian lights and put in curbs and gutters. If the additional money is available, the improvement project might be delayed.

"Right now, pavement goes right to the front doors," said Troy Cowan, project engineer for the state Department of Transportation.

Compared with similar-sized highways in Washington, Highway 7 is labeled as one of the most dangerous in the state, said Jeff Moore, operations review engineer for the DOT.

While the state average accident rate for an urban principal arterial is 2.56 accidents per 1 million vehicle-miles traveled, Highway 7's is 6.41, Moore said. Also, the average daily traffic count for the roadway just north of the Roy Y intersection has nearly doubled in the past two decades, from 20,300 vehicles a day in 1983 to 39,000 in 2002.

Yet, businesses also are willing to wait on the improvement project, said Paul Ellis, director for metropolitan development for the Tacoma Pierce County Chamber of Commerce.

"If we don't do it right, then we'd be foreclosing the potential for the highway for the next 20 years," he said.

If the state carries out the project as scheduled, it would be much more expensive later on to come back and add amenities, Ellis said. Without the additional improvements, it would be difficult to attract large investment to the sprawling Parkland-Spanaway corridor, he said.

A state gas tax increase of five cents per gallon that went into effect last year will pay for the current \$9.5 million project. The last upgrade made to the highway was in the 1960s when it was widened from three lanes to five, said Pierce County Councilwoman Barbara Gelman, whose district includes Parkland and Spanaway.

Gelman too favors putting in additional amenities alongside the state's project. She is working with the state, hoping to win a

\$1.2 million grant from the state Transportation Investment Board and \$1.9 million in the state's transportation budget next year.

Gelman said she probably will know in the next 30 days whether the project would receive the additional grant money.

"This is a critical time right now," Gelman said. Highway 7 "is an important link to Frederickson, the port (of Tacoma) and economic development of the area."

Eijiro Kawada: 253-597-8633
eijiro.kawada@mail.tribnet.com


How to get involved

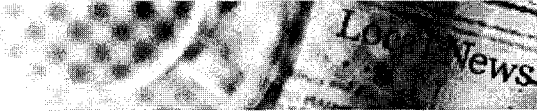
•Troy Cowan, the state DOT project engineer for Highway 7 improvements, will visit the monthly meeting of the Parkland Community Association today. The meeting will begin at 7:30 p.m. at Rainier View Christian Church, 12305 Spanaway Loop Road.

(Published 12:01AM, April 12th, 2004)

General Info: [Privacy Policy](#) | [User Agreement](#) | [Contact Us](#)

The Interactive Media Division of The News Tribune © 2004 Tacoma News, Inc.
1950 South State Street, Tacoma, Washington 98405 253-597-8742
Fax Machines: Newsroom, 253-597-8274 Advertising, 253-552-7042
Send comments to the Webmaster at webmaster@tribnet.com.

Tacoma News, Inc. is a subsidiary of The McClatchy Company 



News Classifieds Community Directory Shopping My Zwire!

Home -> News -> News -> Top Stories

Thursday 15 April, 2004

News

Top Stories
Weather Forecast
Current Local
Weather
Schools
Sports
Obituaries
Community News
Police/Courts
Opinion

Lifestyles

Classifieds

Business

Directory

Our Newspaper

Personal Finance

Advanced News

Search

Top Stories

Burdin Boulevard sidewalk alternative sought

By: Stephen Mercer

April 14, 2004

A planned sidewalk on Burdin Boulevard continues to elicit strong feelings from a Grand Coulee building owner and his tenants as the start of construction draws near.

Lack of parking, water seeping into buildings and space for emergency vehicles are some of the topics Burdin Boulevard building owner Milt Snyder and his tenants are concerned about with the planned reconstruction of the street approaching.

The estimated \$243,000 project will add new sidewalks, drainage, new pavement and more on the street from highway 174 to near 2nd Street. It's paid for by a Transportation Improvement Board grant under the state's Small City Program.

TIB is scheduled to approve the plans on April 23. Bids for the construction job are scheduled to be opened May 13. The chosen firm will be announced on May 18. Work is scheduled to begin in June.

But several complaints prompted Mayor Tammara Byers to make Burdin Boulevard the main topic of the April 20 city council meeting. She said Grey and Osborne Engineer Jeff Stevens will be there to take public comments about the plans and for any possible changes to the street.

The majority of the opposition comes from a plan to build a sidewalk four feet from the current one along both sides of the street.

At the April 6 Grand Coulee Council meeting, Snyder said the sidewalk would cost him parking. That's because a city law previously not enforced requires parallel parking alongside the sidewalk.

It would also cut off access to an alley that runs along the west side of his building into the back where nine parking spots have been made.

Snyder said the buildings' tenants use the back area for parking and loading. The head-in parking in front is used for the tenant's clients and overflow parking from Coulee Community Hospital and other nearby buildings.

Building the sidewalk would cut off most of his parking, he said. Snyder said he had been not notified of the upcoming council meeting when

contacted by The Star Monday. Although he's not sure if he's attending, he said they are stretching the issue of the driveway out too much.

"Either do it or not," Snyder said.

Snyder said he has begun some legal action for possible litigation in the future. He said he contacted Moses Lake attorney Harold Moberg for a title run to see what's on the property.

He also plans on hiring a surveyor to find out whether he or the city owns the property they plan to build the sidewalk on.

The conflict began at a March 2 public forum meeting. Snyder said he was told he could keep part of the driveway that runs alongside the west side and into the back of the building open.

There's a PUD box on the west side that separates the driveway. He said he could choose to keep either the wider side of the box open or the narrower east side of the box open.

The city later changed the plan to build the sidewalk over the entire driveway without notifying him, he says.

He said he found out when he went to talk to project engineer Paul Soboleski about drainage. Snyder said he looked at a map and saw they planned to install a sidewalk in front of the west side of the building.

The plans showed that could only keep the driveway open on the east side, which Snyder said is too narrow and he plans to close off. She said the sidewalk is blocking the driveway there because of safety considerations. Byers said drivers with long trailers turning from highway 174 into the Burdin Boulevard building pose a risk with the trailer slightly sticking into the highway.

Snyder disputes that. He said drivers can easily enter and leave the building without an accident.

And if they keep it a driveway, the water would drain down the slope from the highway just as well as a sidewalk, he said. He believes the unexpected change was due to his family name. Snyder said the hard feelings the city has with his father, Matt, and brother Wayne led to the plan changes.

Wayne Snyder is the only landowner to not provide an easement for the pipeline to connect water between Electric City's water supply and Grand Coulee. Matt Snyder has been fined several times in an effort by the city to force him to make his Midway Avenue property, the M and M Trailer Sales lot, into compliance with the city's nuisance ordinance.

Grand Coulee Mayor Tammara Byers strongly denied Milt Snyder's claim. She said the sidewalks in front of the building are part of the specifications for the street's improvement to ensure the city receives the TIB grant.

"I'm sorry Mr. Snyder feels that way, " she said of his claims the changes were due to his name. "It has nothing to do with this." But he's not the only one connected to the building that opposes the current plan.

Chiropractor Russell Barnings, a tenant at the building, said cutting off the street would make it hard for emergency vehicles to maneuver behind the

building.

In addition, the new sidewalk is higher than the threshold of the building, he said. After a heavy rain or snow melt, the water would seep into the buildings and damage the interiors.

The city's trying to satisfy the government and they are not taking into consideration the local community, Barnings said.

He said he has no problem with a city upgrade, "but turning a blind eye to local taxpayers and business is foolish."

"I don't think it's been well thought out," Barnings said. He would consider leaving if the sidewalk is put in.


When asked about the Burdin Boulevard affecting businesses, Byers said the city is business friendly. She said a nice street with sidewalks and drainage encourages businesses.

Snyder plans to convert a grass field on the east of the building into a parking lot, as well. Its a \$10,000 to \$15,000 project, he said, but the building's occupants and their clients need the parking.

©The Star of Grand Coulee 2004

Reader Opinions

Be the first person to voice your opinion on this story!

Back to top 



E-mail this story
to a friend



Voice your opinion
on this story

Send us your community news, events, letters to the editor and other suggestions. Now, you can submit birth, wedding and engagement announcements online too!

Copyright © 1995 - 2004 PowerOne Media, Inc. All Rights Reserved.

City gambles on highway study

By Marina Parr

It's a \$107,000 gamble.

But Oak Harbor city officials say pulling money from the city's traffic-impact fund to pay for engineering and design studies of the city's most congested stretch of Highway 20 is worth the financial risk. The study, which will focus on the section of highway that runs from Beeksma Drive to Swantown Road, is the first step in persuading the state to pay to fix the road.

The estimated price tag for constructing an additional lane both north and south, purchasing right-of-ways and making other improvements could run at least \$4 million, according to city officials.

Still, there's no guarantee that after the city pays for its portion of the study, the highway will be improved any time soon — if at all. Right now, the project isn't on the state Department of

Transportation's priority list. But city officials and those involved with transportation issues say it's a good idea to do the design studies now as a way to entice state officials to complete the job later.

"Generally, it's a chicken-and-egg game," said Todd Carlson, planning and operations manager with the state's Department of Transportation office in Burlington. "If you don't know what you need, how can you persuade the Legislature to pay for it?"

Or as Steve Powers, Oak Harbor development services director, put it at a recent City Council meeting: "This plan will help us get their attention on this project."

All together, the design

study is expected to cost about \$150,000.

The city's money comes from traffic impact fees. Those fees are paid to the city by businesses to compensate for increased traffic flow. For instance, Whidbey Island Bank's new headquarters, at the corner of Erie Drive and Highway 20, netted the city \$47,000.

A state Transportation Improvement Board (TIB) grant of close to \$45,000 also will pay for the engineering study.

Indeed, officials from the city engineering and planning departments warned City Council members that the transportation improvement board grant was in danger of being yanked if the city did not begin spending the money awarded several years ago.

Originally, city officials were focused on a far smaller section of Highway 20. They wanted to add another traffic lane to the

northbound section of the road, between Erie and Beeksma Drive.

The area is considered a choke point as traffic makes a sharp turn south toward Coupeville, and north through the heart of Oak Harbor's

commercial corridor. The traffic light near Schuck's Auto Supply affords several options, including turning left and continuing up the highway, heading straight to Oak Harbor's downtown along Pioneer Way, or turning right on Beeksma, toward the southern entrance of Oak Harbor's City Beach park.

But to arrive at that light, motorists are limited to one northbound lane, with several left-hand turn refuges to get to other businesses. Widening this section of road would have allowed for an easier traffic flow, but it would have done nothing to help motorists moving up the hill past Albertson's, where the highway suddenly constricts from two lanes to one.

Ultimately, city officials said both segments of the highway need to be fixed for traffic to move smoothly.

As it stands, an average 19,000 motorists pass north and south along this stretch of Highway 20 each day.

State transportation officials agree that this segment of Highway 20 is congested and troublesome.

But they also note that money for state highway projects is in short supply.

Some of that financial shortfall eased last fall when the Legislature passed a gas tax of a nickel per gallon. But that money was quickly absorbed by more pressing transportation projects approved by the Legislature, said the DOT's Carlson.

One of those projects, which will widen the rest of Highway 20 to four lanes between Anacortes and Interstate 5, has been sitting on an engineer's shelf for the better part of a decade, Carlson said.

"We've been chasing funding for 10 years," he said of the \$90-plus million project being funded by the nickel gas tax.

Motorists also pay another 23 cents per gallon of gas, as part of an ongoing gas tax. Half of that money goes to the state's transportation department. The other half goes directly to cities and counties, as well as grant programs such as the Transportation Improvement Board, which focuses on urban areas such as Oak Harbor.

Transportation officials say despite gas-guzzling SUVs, overall, most cars are much more fuel efficient these days, meaning the state takes in far less in fuel taxes, even as more cars hit the highway.

Also, due to inflation, the buying power of that tax has dropped.

"Our revenue stream is so small," Carlson said. "It's getting less and less every year."

That means road projects are addressed first for safety reasons, and second to shore up existing roadways that are crumbling or otherwise falling apart.

On Whidbey Island, the state is spending about \$60 million to fix numerous unsafe intersections along more rural stretches of Highway 20 from Deception Pass to Sidney Road.

Mayor outlines plans for city

By: Stephen Mercer

April 21, 2004

With a new water source, fire truck, street and a renewed pursuit of the nuisance ordinance, there's a lot happening in the city of Grand Coulee this year

With a new water source, fire truck, street and a renewed pursuit of the nuisance ordinance, there's a lot happening in the city of Grand Coulee this year.

Grand Coulee Mayor Tammara Byers attended the Grand Coulee Dam Area Chamber of Commerce luncheon last Thursday to describe the changes. She talked about the Burdin Boulevard construction, the new class "A" fire engine for the city's volunteer fire department, the water sharing project with the town of Electric City and the nuisance ordinance.

The project will connect a pipeline from Electric City's water supply to Grand Coulee. A ceremony to commemorate the beginning of the construction of the intertie is scheduled to begin at 11 a.m. tomorrow, April 22, at North Dam Park. Byers said the pipeline will run the back way through Delano. So traffic in Grand Coulee and Electric City should not be affected during construction, she said.

The new water source will drop homeowner's insurance rates throughout the city as well, she said.

The project's necessary to satisfy the federal Safe Water Drinking Act. The act allows Grand Coulee to use Electric City's water without filtration because its in an underground aquifer.

Byers said using the aquifer will keep residents' operating costs lower than Coulee Dam's. Coulee Dam was required to build an approximately \$4.8 million slow sand filtration plant and operate it since they don't have an underground source of water and must use surface water.

She said the intertie also helps Electric City, which will receive payments for the use of water and for improving wells and pumps.

"We're all going to benefit from this," Byers said.

The water sharing comes after the city spent almost 20 years saying no to the federal government's request to comply with the act, Byers said. As a result, she said, Grand Coulee is now one of two or three cities not to comply. Hundreds of thousands of dollars were spent trying to find a water source in Grand Coulee's boundaries, but no aquifer with enough volume was found, she said.

Upon deciding on Electric City's aquifer, a couple high-volume pumping tests were run that showed the aquifer could meet the demand of Grand Coulee's water.

Byers said the Burdin Boulevard street project will lead to proper sidewalks and storm drains.

The estimated \$243,000 project, financed by a state Transportation Improvement Board grant, will lead to new sidewalks, storm drains and a repaved road from highway 174 to 2nd Street.

The Burdin Boulevard work has been scheduled to begin in June.

The need for sidewalks has been disputed by a couple businesses on the street. They are opposed to the sidewalks requiring parallel parking cutting off access to other parking.

Byers said the city plans to begin strictly enforcing the city's nuisance ordinance again, including some outstanding citations.

The nuisance ordinance enforces the city's standards for property.

Byers also mentioned the city's new class "A" fire engine. The approximately \$283,000 engine was delivered to the city April 5.

Tuesday, April 27, 2004

South Sound

Lacey officials get look at new stretch of road

LISA PEMBERTON THE OLYMPIAN

Lacey city and school officials had a sneak peek Monday night of what a half-mile stretch along Mullen Road near Timberline High School and Lakes Elementary School eventually could look like: three lanes with a landscaping strip, sidewalks and a bike lane.

Now, the section of narrow road gets congested when parents, students and schoolbuses are trying to turn out of either school onto the busy road. Several wrecks along the road have occurred when school parking lots overflow and cars park on the shoulder.

"That particular section of Mullen Road is in desperate need of full improvement," Dennis Ritter, the city's Public Works director told city and school officials during a joint work session.

During the meeting, Ritter announced that the Mullen Road widening project, which is being planned by city, school and Intercity Transit officials, recently received confirmation of a \$2.5 million grant from the state's Transportation Improvement Board.

In addition to state money, the school district will pay \$900,000, and Lacey has committed \$1.2 million.

No roundabouts were in the architectural sketches presented during the joint work session. But some people at the meeting joked that there's still time to incorporate some of the modern Lacey-style landmarks into the design.

Ritter said the changes will help improve pedestrian and traffic safety.

The project is scheduled to be ready for bids by next spring, and under construction next summer.

Ritter stressed that school and city officials need to continue working closely together, especially as the district plans capital projects such as parking lots and other building projects at Timberline High School and Lakes Elementary School.

The city council and school board members meet twice-a-year to discuss areas of mutual concern, such as transportation and safety.

During Monday's meeting, officials talked about the Mullen Road widening project and the impact that the federal No Child Left Behind Act has had on local schools.

The groups also heard a presentation on community diversity issues by Andrew Griffin of the Thurston Community Network.

Lisa Pemberton covers education for The Olympian. She can be reached at 360-754-5445 or at lpembert@olympia.gannett.com.

Compromise possible in boulevard debate

By: Stephen Mercer

April 29, 2004

A contested major street project plan to close off part of the entrance to a Burdin Boulevard building in Grand Coulee could change.

Only allow driveway if grant not jeopardized

A contested major street project plan to close off part of the entrance to a Burdin Boulevard building in Grand Coulee could change.

On the advice of Councilmember Mick Palanuk, the city will research keeping the entire driveway on the west side of the building owned by Milt Snyder open. If that happens, one side would be used for entering the driveway and one side would be used for exiting.

However, Palanuk said if any possibility exists that leaving the driveway open jeopardizes the \$243,000 state grant for the work, then it should not be an option.

The Transportation Improvement Board grant pays for new sidewalks, storm drains, repaving, new driveways for the street's homes and more for the stretch of Burdin Boulevard from highway 174 to Second Street.

As of Tuesday, the city's project engineers are discussing the change with various agencies, Mayor Tamara Byers said. She said the city plans to make a proposal to Snyder when a decision is made.

Palanuk made the suggestion after hearing comments from Snyder, chiropractor Russell Barnings, a building tenant, and veterinarian Dave Winzer, whose clinic is located behind the building, all attended the April 20 city council meeting.

They are all opposed to the sidewalk plan, which would take away head-in parking and require parallel parking in front of the building.

Snyder said the sidewalk takes away too much parking to the building and would lead to damage on the building's side and prevent emergency vehicles from reaching the back of the building because of its narrowness.

"It's stupid," Snyder said. "I can't believe you people can't figure that out."

He said he could lose tenants, as well. Besides Barnings, Dentist Lawrence Rehn and Okanogan Regional Home Health & Hospice rent offices in the building.

The city is still business friendly, Byers said when told the project could lead to businesses leaving. She said a nice street with drainage and sidewalks encourages businesses.

Byers said the city's fighting a trivial argument and pointed out Coulee Community Hospital will also lose parking.

Snyder said he disagreed with the view that accidents can be caused by people

entering and exiting the west side of the building.

Byers said people will adjust to the changes and "we will make it work."

She said although there haven't been any accidents yet, there could be one.

Barnings said if they require parallel parking, his patients, who often have

physical problems, must leave their vehicles and walk into the street.

That could lead to an accident from oncoming traffic, since they can't move quickly, he said.

Winzer said the blocked driveway would prevent large trailers from accessing the veterinary building through the back. Using another, smaller entrance and exit, such as A Street, could lead to accidents with a trailer trying to maneuver to the building, he said.

Snyder said by keeping the driveway open, tenants and customers could

access the back of the building and away from traffic, where he has installed nine parking strips. He said the building's occupants and their patients could park there and delivery trucks could easily access the building.

Large trailer trucks could still access the veterinary clinic, as well.

Project Engineer Paul Soboloski of Gray and Osborn, attended the meeting to explain the project and answer questions. He said there will be eight-foot wide spots for parallel parking on each side of the street with a 24-foot wide road when the renovations are finished.

Other changes for the street are improved driveways for the street's residents and a drainage system for Coulee Community Hospital and Snyder's property. Soboloski said a sidewalk placed in front of the building would ensure more safety for drivers entering and leaving the building and give the city the best chance of approval for the project.

The sidewalk and other street designs are based on state Dept. of

Transportation guidelines, which factors in speed, safety, line of sight and distance from the highway.

Byers said the city used the DOT guidelines because it was their best chance to receive the TIB grant. She said it's the city's first TIB grant and she doesn't want to lose it.

The proposed plan would allow drivers to enter the building on the east side and exit on a portion of the west side.

An opening on the east side of the building could stay open for traffic to turn in. A part of the driveway on the west side could stay open for counter-clockwise

circulation of vehicles, Soboloski said.

He then gave two options for exiting vehicles.

If the portion of driveway between a Grant County Public Utility Box and the building is left open, then traffic could turn right and left, he said.

If the area between the PUD box and the other end of the driveway, which lies closer to the highway, is used, drivers must turn right from the building.

Soboloski said he would recommend the city put in a median restrictive barrier if that side stays open to prevent people from turning left.

The six- to eight-inch median would have reflectors on it and would be paid for with the grant.

He also said the plan allows enough space for large vehicles to access the building and the vet clinic.

Grand Coulee Fire Chief Rick Paris disagreed with the median. He said although its unlikely keeping the driveway open would cause an accident, he guaranteed a median would, especially in the winter with the slick roads.

The city council also disliked the idea of the median. Soboloski said it's only a recommendation, not a requirement.

Neither of the plans may happen, though, because Snyder said he plans to close the entry to the east side of the building, because several large trucks have hit hitting the side of the building.

And even if Palanuk's proposal is approved, there will be changes.

Published on HeraldNet.com - The Herald, Everett, Wash.

Marysville's State Avenue project will wrap up early

By Cathy Logg
Herald Writer

MARYSVILLE -- Like a set of falling dominoes, the State Avenue improvement project is dependent on certain kinds of work being done in a certain order.

The \$6.4 million project has been done in phases to limit the effect on businesses. Along the way, the city has changed some things to move the project along.

Even so, many businesses have suffered, with some reporting losses of up to 40 percent because of lane or road closures. But most agree the project will make things better in the long run.

Described by city officials as Marysville's most significant economic development project in at least a decade, the project is moving utilities underground; installing old-style traffic lights; improving sewer, water and drainage; making sidewalks wider; and planting trees along about a mile of State Avenue.

It will be followed by development of Ebey Slough Waterfront Park on the south end of State Avenue. The Marysville City Council will review bids on Monday.

City officials worried that some work on State Avenue would hold up other parts of the project because the company that is providing the light fixtures won't be able to deliver them until mid-June. Some other parts of the project that could be done have had to wait until the street lights are in.

But the city got good news this week. The light fixtures will be delivered this month, city engineer Kevin Nielsen said.

"We have the poles, but not the light fixtures," project manager Dave Lervik said. "It's causing a whole bunch of other stuff that we have to wait on. It's rather complicated. It's very much like dominoes."

The city plans to install about 50 new light poles.

Meanwhile, city officials expect to open all five lanes of State Avenue from First Street to Grove Street on July 15 -- about a month ahead of schedule.

The new poles must be installed before the old ones can be removed.

"We have to have replacement streetlights in before we can take the old ones down," Lervik said.

Once the old poles are gone, crews can finish up the curb work where the old poles were, and some storm drainage work at Eighth Street, Lervik said.

Marshbank Construction can't move in until the electrical workers and other subcontractors move out, Lervik said.

The last things to be done will be to add a final layer of pavement on the entire project and then stripe it. The project was paid for with state and federal money and city capital projects funds.

Right now, State Avenue from First to Fourth streets is closed, and only two lanes of Fourth to Grove are open.

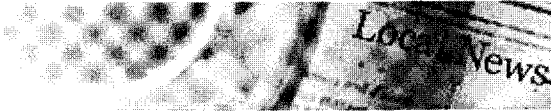
The roadwork won't affect the Strawberry Festival's 69th annual parade on June 19, Lervik said.

"We're having discussions every week about the fact that the parade is coming up and what we can do to make things better," he said.

Tuesday, May 11, 2004
Tri CityHerald.com



Construction crews cut a three-mile swath through a stretch of farmland for the Finley Intertie project linking Highway 397 in Finley with Interstate 82, crossing Zintel Canyon and passing through the lower portion of the Horse Heaven Hills southwest of Finley. The first phase of the \$13 million project is expected to cost about \$2.5 million and should be completed this fall. The project is being paid by a combination of state and federal grants and loans and money from Benton County and the Port of Kennewick. The other two phases, connecting Olympia Street to Finley Road and Finley Road to Highway 397, are to be done in 2005 and 2006. (Herald/Bob Brawdy)



[News](#)
[Classifieds](#)
[Community](#)
[Directory](#)
[Shopping](#)
[My Zwire!](#)

Home -> News -> News -> Top Stories

Wednesday 12 May, 2004

News

[Top Stories](#)
[Weather Forecast](#)
[Current Local](#)
[Weather](#)
[Schools](#)
[Sports](#)
[Obituaries](#)
[Community News](#)
[Police/Courts](#)
[Opinion](#)

Lifestyles

Classifieds

Business

Directory

Our Newspaper

Personal Finance

Advanced News

Search

Top Stories

Compromise reached in Burdin Boulevard

by Stephen Mercer

May 12, 2004

Starting later this year, people who want to go to the dentist or chiropractor in Grand Coulee will have only one choice in the way they enter and exit the building.

Mayor Tammara Byers said the city has reached an agreement with Burdin Boulevard building owner Milt Snyder.

The agreement should allow the Burdin Boulevard renovation project to move forward.

"So that's good news," she said at the May 4 council meeting.

Under the new plan, after the project ends, only the driveway on the west side of the building will stay open.

Byers said traffic entering the parking lot behind the building or accessing nearby buildings or homes can only enter one portion of the driveway.

That portion runs from the Grant County Public Utility Box to the building.

Traffic can only leave the building by making a right-hand turn from the portion of driveway between the PUD box and the edge of the driveway, Byers said.

No other types of turns will be permitted.

The agreement was the last hurdle before the project, estimated to cost between \$250,000 and \$300,000, could begin. The project is mainly funded by a \$243,000 grant from the state's Transportation Improvement Board.

The renovation, which will run on Burdin Boulevard from highway 174 to Second Street, begins this summer.

The renovations include street paving, new sidewalks, storm drains and more.

The compromise was made after Snyder and others met with the city council to protest part of the plan by engineering firm Gray and Osborne.

Snyder did not agree with the proposed sidewalk, since it would cut off parking to the west side of his building. He said the parking behind the building was necessary to give his tenants, their patients and suppliers safety from traffic on the road.

The tenants are chiropractor Russell Barnings, dentist Lawrence Rehn and Okanogan County Home Health and Hospice.

Snyder also said that since the project would require parallel parking in front of the building, the parking behind the building would make up for the lost parking space.

The city currently allows head-in parking on the street, with spaces often full with either customers at the building or overflow traffic from Coulee Community Hospital across the street.

Snyder said the city engineers' plan to keep open an east side road would not work because its too narrow safely allow large trucks and emergency vehicles to pass through. He plans to close off that side later this year.

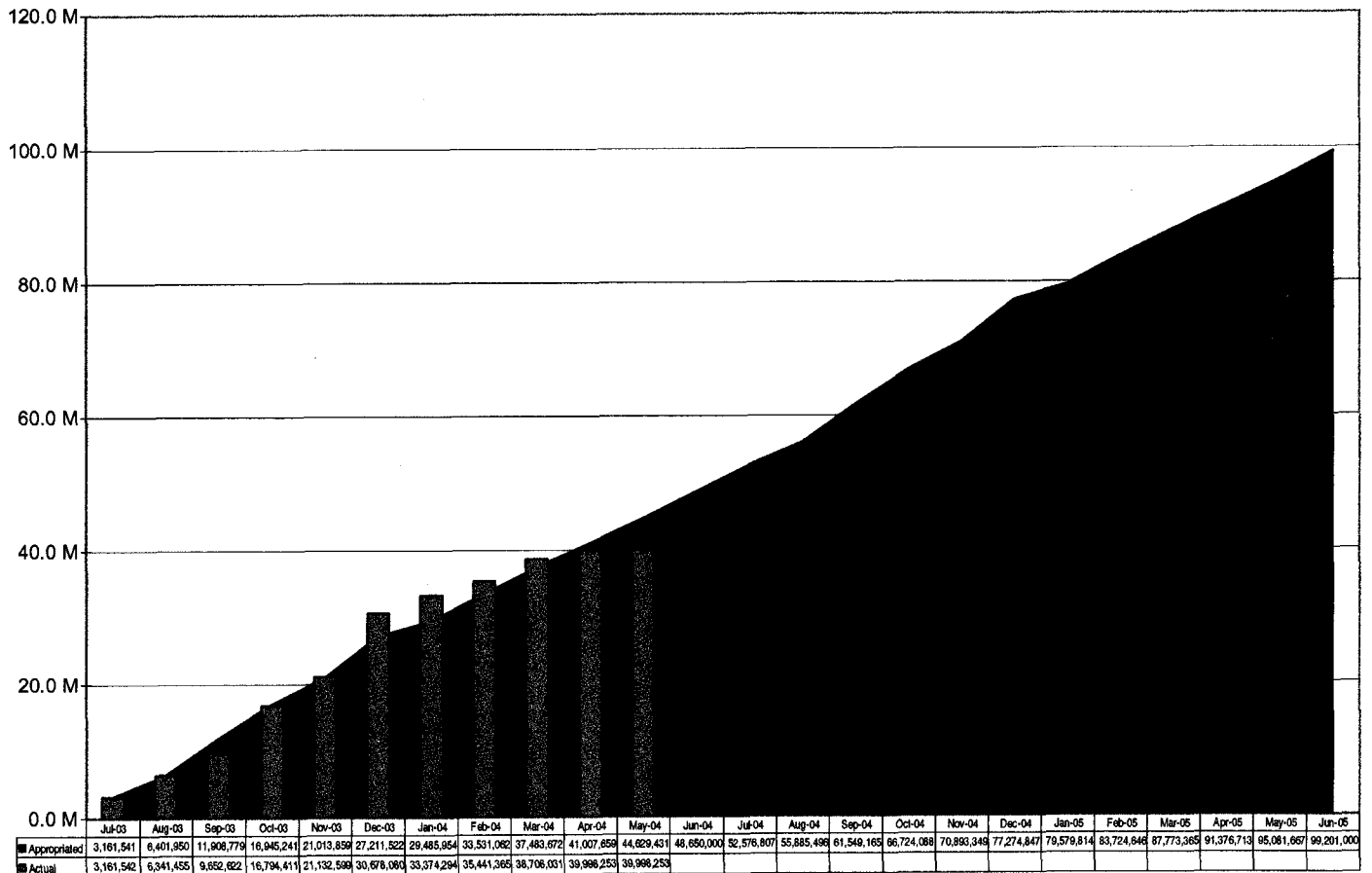
So based on the recommendation of Councilmember Mick Palanuk, the city, their engineers Gray and Osborne and Snyder offered the compromise to TIB after the April 19 meeting.

TIB accepted the changes and will still provide the funding.



Washington State Transportation Improvement Board Urban Arterial Trust Account (UATA)

2003-05 Urban Arterial Trust Account (UAT) Appropriated vs. Actuals



Account	Expenditures	Appropriation	Appropriation Balance	Account Balance
Arterial Improvement Program	31,242,378			
City Hardship Assistance program	59,910			
Pedestrian Safety and Mobility Prog.	1,382,739			
Small City Program	7,313,225			
UATA TOTAL	39,998,252	99,201,000	59,202,747	6,795,999

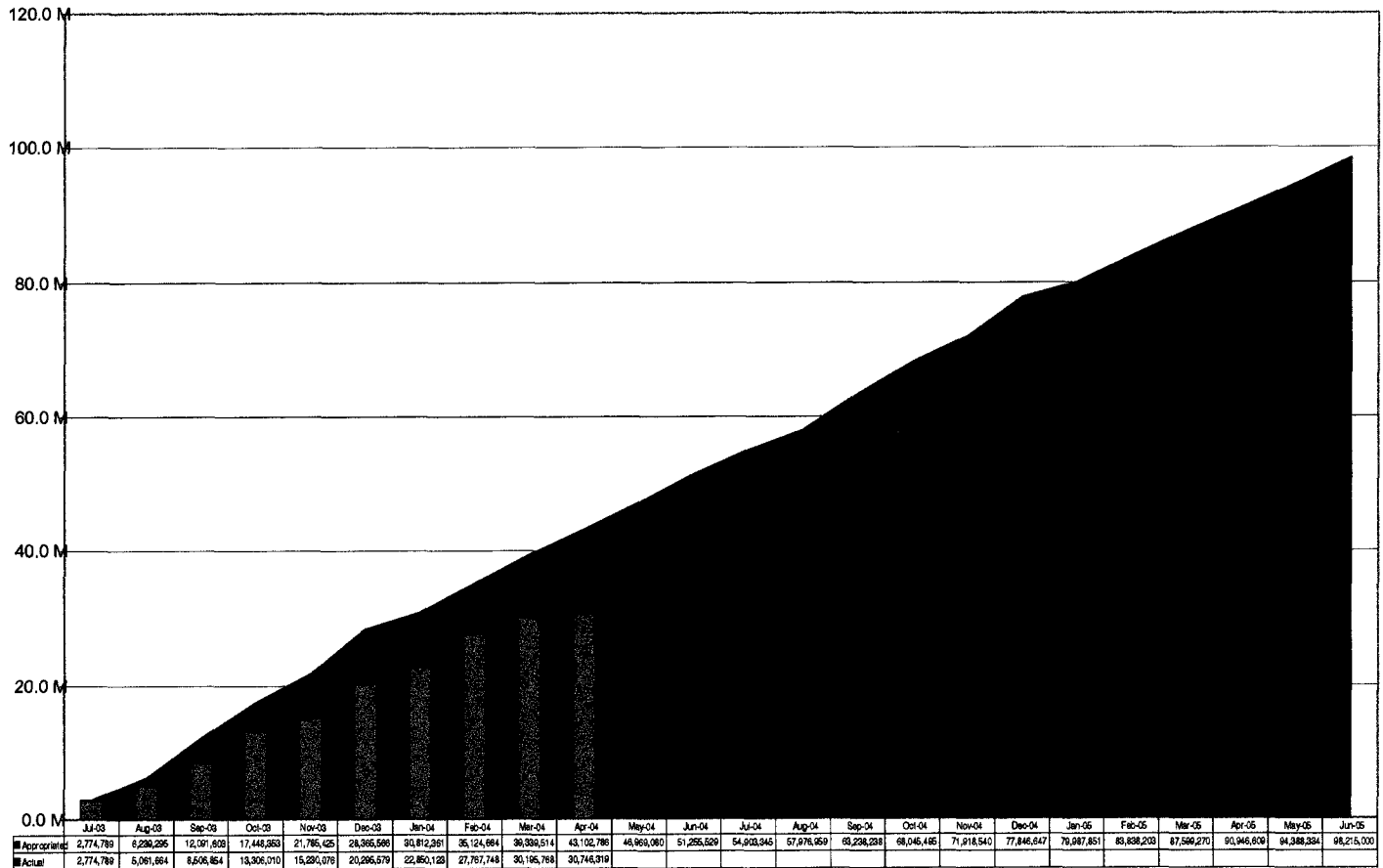
Notes:

- TIB's 2003-05 Capital Appropriation provided \$99,201,000 for the Urban Arterial Trust Account.
- Ending 2001-03 Appropriation balance for the UATA is \$221,653.
- TIB's Capital Appropriation is managed using the cash method of accounting.



Washington State Transportation Improvement Board Transportation Improvement Account (TIA)

2003-05 Transportation Improvement Ac Transportation Partnership Program Appropriated vs. Actuals



Account	Expenditures	Appropriation	Appropriation Balance	Account Balance
Transportation Partnership Program	30,746,319	98,215,000	67,468,681	
TIA TOTAL	30,746,319	98,215,000	67,468,681	16,122,166.70

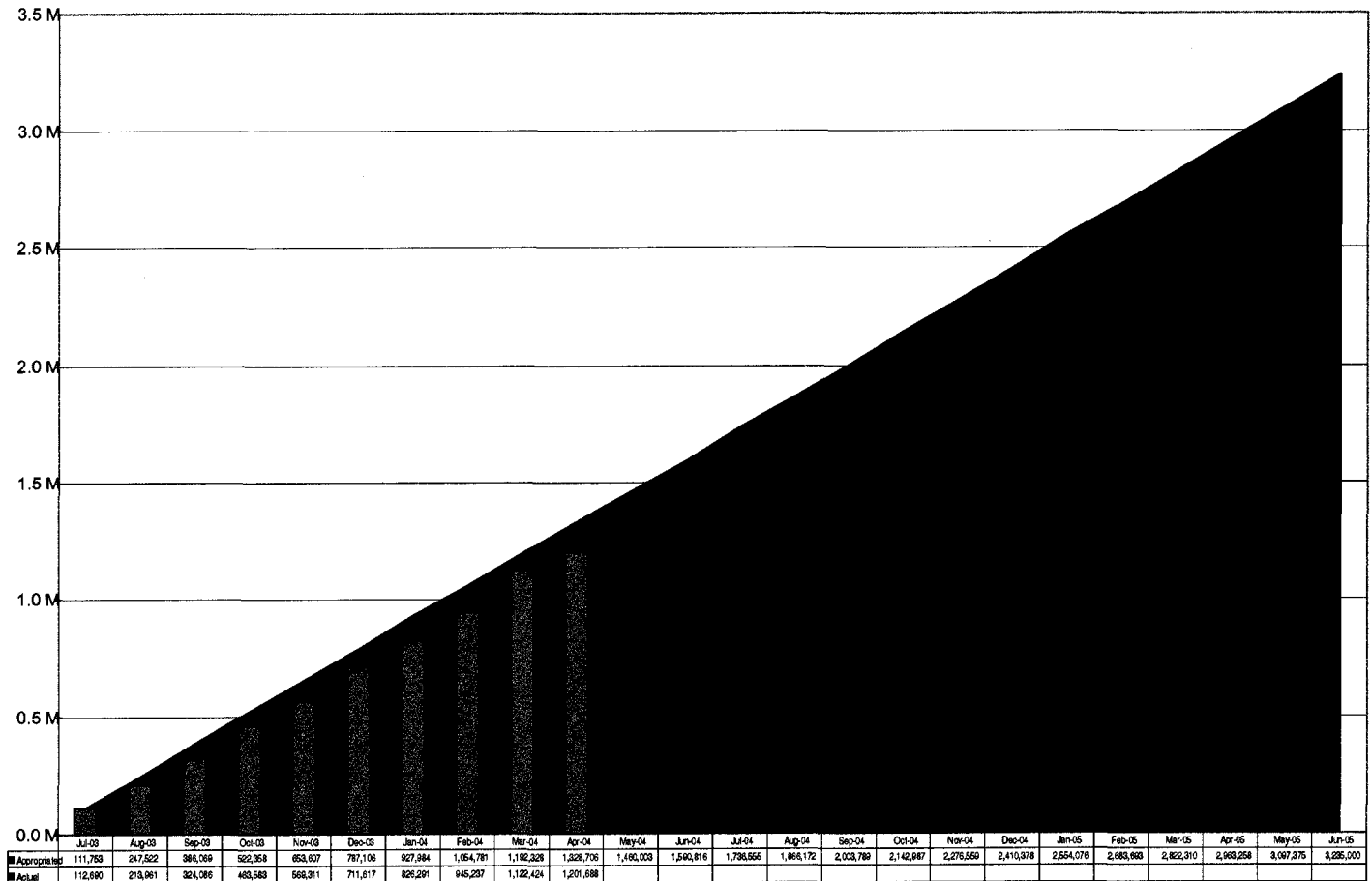
Notes:

- TIB's 2003-05 Capital Appropriation provided \$99,215,000 for the Transportation Improvement Account.
- Ending 2001-03 Appropriation balance for the TIA is \$27,414,344.
- TIA has \$13,955,000 in bond authority remaining (RCW 47.26.500).
- \$10,358,990 in bond authority in July 2003.
- \$13,955,000 in bond authority in July 2003.



Washington State Transportation Improvement Board Administrative Expenses

2003-05 Administrative Expense
Appropriated vs. Actual



Account	Expenditures	Appropriation	Appropriation Balance
UATA	600,849		
TIA	600,839		
ADMINISTRATION	1,201,688	3,235,000	2,033,312

A – Salary and Wages	791,636
B – Employee Benefits	148,225
E – Goods and Services	197,989
G – Travel	45,445
J – Capital Outlays	18,393
ADMINISTRATION TOTAL	1,201,688

Notes:

- TIB's 2003-05 Operating Appropriation provided expenditure authority for 16.9 FTE's.
- Ending 2001-03 Appropriation balance for Administrative expenses was \$84,308.27.
- TIB's Operating Appropriation is managed using the accrual method of accounting.



Transportation Improvement Board

Project Actions

All TIB Funding Programs
From 03/01/2004 to 04/30/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
AIP Projects					
Actions by the Executive Director					
8-2-156(035)-1	BELLINGHAM Sunset Drive Woburn Street to McLeod Road	AIP	Design	1,113,728	0
8-5-006(034)-1	CLARK COUNTY NE 76th Street NE 117th Ave (SR503) to NE 142nd Avenue	AIP	Bid Award	2,533,396	-760,895
8-3-161(004)-1	EAST WENATCHEE 11th Street NE Baker Avenue to Eastmont Ave	AIP	Contract Completion	359,000	0
8-3-161(007)-1	EAST WENATCHEE Eastmont Avenue 15th St to North C/L (600 ft N of 19th St)	AIP	Design	166,510	0
8-3-013(006)-1	GRANT COUNTY Big Bend Community College Parkway	AIP	Construction	919,700	0
8-4-173(020)-1	KENNEWICK Kellogg Street W 4th Avenue to W Clearwater Ave	AIP	Audit	421,154	-3,825
8-4-173(025)-1	KENNEWICK Vancouver Street Kennewick Avenue to W 10th Avenue	AIP	Audit	990,960	-3,979
8-1-106(025)-1	KENT Washington Ave HOV Lanes Harrison St to Green River Bridge	AIP	Contract Completion	660,000	0
8-5-197(023)-1	LACEY Mullen Road SE Ruddell Rd to East City Limits	AIP	Design	423,494	0
8-1-199(004)-1	LAKEWOOD Steilacoom Blvd/Gravelly Lk Dr/Lakewood 800' W Gravelly Lk to Lakewood Dr	AIP	Construction	1,476,800	0
8-2-839(005)-1	LYNDEN Birch Bay Lynden Rd Duffner Dr to Tromp Rd	AIP	Bid Award	562,337	0



Transportation Improvement Board *Project Actions*

All TIB Funding Programs

From 03/01/2004 to 04/30/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
8-1-140(017)-1	LYNNWOOD 176th Street SW SR 99 to Olympic View Drive	AIP	Construction	1,200,000	0
8-2-155(013)-1	MOUNT VERNON College Way 30th St to 1550' E/O Waugh Road	AIP	Bid Award	925,000	0
8-1-027(061)-1	PIERCE COUNTY Spanaway Loop Rd S Extension Vicinity of Coffee Creek to SR 7	AIP	Bid Award	660,119	-339,881
8-3-165(076)-1	SPOKANE Freya Street Sprague Avenue to Alki Avenue	AIP	Bid Award	333,171	-98,829
8-1-133(001)-1	STEILACOOM Military Rd/Stevens St South Town Limits to Lexington St	AIP	Bid Award	1,412,702	-487,298
8-4-181(004)-1	UNION GAP South 3rd Avenue Ahtanum Road to W Washington Ave	AIP	Audit	1,699,620	0
8-4-181(005)-1	UNION GAP South 18th St Washington Ave to Lilac Lane	AIP	Contract Completion	199,991	-3,750
8-5-184(032)-1	VANCOUVER Burton Road (2) NE 86th Avenue to NE 114th Avenue	AIP	Construction	4,264,808	0
8-3-004(001)-1	WENATCHEE Maple Street Wenatchee Ave to Western Ave	AIP	Bid Award	1,352,193	56,193

Executive Director Change Total	-1,642,264
--	-------------------

AIP Change Total	-1,642,264
-------------------------	-------------------

CHAP Projects

Actions by the Executive Director

7-2-826(001)-1	SEQUIM Washington Avenue Simdars Rd to Sunnyside Ave & 3th Ave to 9th Ave	CHAP	Bid Award	1,537,700	0
----------------	---	------	-----------	-----------	---



Transportation Improvement Board

Project Actions

All TIB Funding Programs

From 03/01/2004 to 04/30/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
Executive Director Change Total					0
CHAP Change Total					0
PSMP Projects					
Actions by the Executive Director					
P-W-830(P01)-1	BAINBRIDGE ISLAND Madison Avenue/New Brooklyn Road High School Road to Sportsman Club Road	PSMP	Construction	150,000	0
P-P-125(P05)-1	BURIEN SW 152nd St/21st Ave SW 22nd Ave SW to SW 153rd St	PSMP	Contract Completion	142,972	-1,835
8-5-006(P31)-1	CLARK COUNTY NW 78th Street Walkway NW 9th Avenue to Hazel Dell Avenue	PSMP	Contract Completion	100,000	0
P-E-908(P04)-1	COLTON Steptoe Street Vulcan Street to Fountain St	PSMP	Bid Award	75,000	0
P-P-204(P03)-1	COVINGTON Wax Rd SE 272nd St to Covington Elementary	PSMP	Bid Award	92,227	-57,773
6-E-870(P02)-1	DAVENPORT Morgan Street 5th Street to 8th Street	PSMP	Audit	73,985	-1,015
6-W-955(P05)-1	ELMA 11th Street/12th Street Sidewalk Young Street to Harding Road	PSMP	Audit	62,027	0
P-E-940(P03)-1	GRANGER East 3rd St East A St to East E St	PSMP	Bid Award	88,090	3,457
8-4-173(P23)-1	KENNEWICK Tenth Avenue Sidewalks SR 395 to Morain	PSMP	Audit	77,871	-744
P-E-173(P01)-1	KENNEWICK Kellogg St Canal Dr to Clearwater Ave	PSMP	Audit	57,483	-523



Transportation Improvement Board **Project Actions**

All TIB Funding Programs

From 03/01/2004 to 04/30/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
P-P-199(P03)-1	LAKEWOOD Custer Rd (South Side) John Dower Rd to 1000' west	PSMP	Audit	114,492	0
P-E-897(P04)-1	MEDICAL LAKE Barker and Lefevre Streets Lefevre to Washington Street and Ladd to 150 Ft S	PSMP	Construction	81,920	0
P-W-961(P02)-1	MORTON 7th Street/Westlake Avenue Main Avenue to 1st Street	PSMP	Bid Award	103,132	3,132
8-2-155(P12)-1	MOUNT VERNON College Way (SR-538) Sidewalk Improvemen LaVenture Rd to 26th St	PSMP	Bid Award	100,000	0
P-W-195(P01)-1	OLYMPIA Sleater-Kinney Road 100' n/o Martin Way to 15th Avenue NE	PSMP	Contract Completion	112,617	0
P-P-135(P02)-1	RUSTON Various Locations Town Limits	PSMP	Bid Award	59,122	-39,878
P-E-906(P01)-1	SPRINGDALE W Shaffer/N 2nd St (SR 231) Main Street to School Street	PSMP	Construction	100,000	0
P-E-919(P04)-1	TEKOA Warren St/Leslie St Crosby to Leslie/Henkle to Warren	PSMP	Bid Award	94,914	0
9-W-184(P07)-1	VANCOUVER E 33rd Street "F" Street to I-5 Overpass	PSMP	Audit	31,349	0
9-W-184(P09)-1	VANCOUVER 39th Street Sidewalk I-5 Off Ramp to SR-500 Overpass	PSMP	Audit	49,696	-11,959

Executive Director Change Total	-107,138
--	-----------------

PSMP Change Total	-107,138
--------------------------	-----------------

SCP Projects

Actions by the Executive Director



Transportation Improvement Board

Project Actions

All TIB Funding Programs

From 03/01/2004 to 04/30/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
6-E-922(008)-1	BENTON CITY 13th St Hazel Ave to SR 225	SCP	Audit	9,499	0
6-W-952(001)-1	CASTLE ROCK Huntington Avenue South "A" Street to Front Avenue South	SCP	Audit	467,426	0
6-W-979(101)-1	CATHLAMET William Strong Waterfront Trail Beal Avenue to Division Street	SCP	Audit	34,485	0
6-P-811(003)-1	EATONVILLE Orchard Ave N Center St to Lynch St	SCP	Construction	495,330	0
6-W-955(004)-1	ELMA Young Street Bridge B Street to F Street	SCP	Contract Completion	323,118	-2,161
6-W-955(007)-1	ELMA Main Street 7th St to 12th St	SCP	Audit	480,320	-7,553
6-E-910(001)-1	FARMINGTON Washington Street West Town Limits to 3rd Street	SCP	Audit	398,775	17,475
6-E-935(B03)-1	GOLDENDALE North Columbus Bridge Abutment to Abutment	SCP	Contract Completion	197,438	-14,430
6-E-871(104)-1	HARRINGTON Third Street Sherlock Street to SR 28	SCP	Audit	39,232	0
6-E-943(002)-1	MOXEE Postma Rd Beaudry Rd to 700' east of LaFramboise Rd	SCP	Bid Award	415,919	-84,081
6-W-963(003)-1	NAPAVINE Stella Street/Forest Napavine Road NE 2nd Avenue to East City Limits	SCP	Contract Completion	485,909	39,365



Transportation Improvement Board *Project Actions*

All TIB Funding Programs

From 03/01/2004 to 04/30/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
6-P-804(003)-1	NORTH BEND Ballarat Ave 6th St to 8th St	SCP	Bid Award	440,642	-9,358
6-E-872(103)-1	ODESSA First Avenue Birch St to First St	SCP	Audit	38,741	-274
6-E-855(003)-1	REPUBLIC Clark Avenue Klondike to Delaware & 8th to 10th	SCP	Bid Award	292,260	0
6-E-875(101)-1	WILBUR Brace Street SR 2/Main Avenue to Trinity Avenue	SCP	Audit	93,151	-5,888
6-W-968(003)-1	WINLOCK Byham Road/NW Dexter Avenue King Road to Tennessee Road	SCP	Contract Completion	360,900	8,934
6-W-978(102)-1	YELM East Yelm Avenue 3rd Street to Five Corners I/S	SCP	Contract Completion	86,536	9,362
Executive Director Change Total					-48,609
SCP Change Total					-48,609

TPP Projects

Actions by the Executive Director

9-P-817(003)-1	ARLINGTON 172nd Street (SR 531) 28th Dr NE to Smokey Pt Dr	TPP	Construction	2,993,000	0
9-P-103(003)-2	BELLEVUE Richards Road SE 26th Street to Lake Hills Connect	TPP	Audit	1,738,967	0
9-P-103(007)-1	BELLEVUE 148th Avenue SE SE 24th St to SE 28th St	TPP	Construction	1,400,000	0
9-W-152(001)-5	BREMERTON SR 3 / SR 304, Stage 5 Pacific Ave/Burwell I/S to Washington Ave/1st St I/S	TPP	Bid Award	244,955	3,535



Transportation Improvement Board

Project Actions

All TIB Funding Programs

From 03/01/2004 to 04/30/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
9-P-125(001)-1	BURIEN Maplewild Avenue SW 29th Avenue SW to 33rd Avenue SW	TPP	Construction	383,536	0
9-W-185(002)-1	CAMAS NW Lake Rd/SE 1st Street NW Leadbetter Blvd to SE 192nd Ave	TPP	Bid Award	3,671,458	-83,042
9-W-006(008)-1	CLARK COUNTY NE Highway 99 Realignment NE 20th Avenue to NE 134th Street/I-5	TPP	Bid Award	4,649,450	606,450
9-W-006(022)-1	CLARK COUNTY NE 162nd Avenue (Construction Only) NE 39th Street to NE Ward Road	TPP	Construction	3,505,000	0
9-P-138(001)-2	EVERETT 112th Street I-5 Overcrossing	TPP	Construction	7,600,000	0
9-P-138(009)-1	EVERETT Additional (3rd) Bridge Lane for EB US 2 Eastbound US 2	TPP	Contract Completion	1,777,050	0
9-W-969(101)-1	ILWACO SR 101 Black Lake Rest Area	TPP	Audit	57,577	-2,985
9-E-171(002)-1	KENNEWICK Tapteal Dr/Columbia Center Blvd Arrowhead Ave to Columbia Center Blvd	TPP	Contract Completion	1,152,093	-83,938
9-E-173(008)-1	KENNEWICK City Wide Signal Coordination	TPP	Audit	933,711	-6,944
9-E-173(010)-1	KENNEWICK Columbia Center Blvd. Clearwater Avenue to Deschutes Avenue	TPP	Bid Award	3,174,882	-525,118
9-E-173(012)-1	KENNEWICK West 19th Avenue Union St to Ely St	TPP	Construction	967,020	0



Transportation Improvement Board *Project Actions*

All TIB Funding Programs
From 03/01/2004 to 04/30/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
9-P-106(008)-2	KENT South 228th St Stone Columns	TPP	Bid Award	142,270	4,594
9-P-106(008)-3	KENT South 228th St Russell Road Realignment	TPP	Bid Award	104,934	-18,222
9-P-106(008)-4	KENT South 228th St Grade & Fill	TPP	Construction	922,320	0
9-P-140(003)-2	LYNNWOOD SR 99, Stage 2 Snohomish Co. Line to 208th Street SW	TPP	Audit	3,704,190	0
9-P-031(007)-3	MARYSVILLE Ash Avenue North Park and Ride I-5 and 4th Street	TPP	Contract Completion	352,500	0
9-P-107(009)-1	REDMOND Redmond Way (SR 202) Avondale Way to SR 520	TPP	Bid Award	362,000	0
9-P-135(001)-1	RUSTON 51st Street Bennett Street to Pearl Street	TPP	Audit	646,905	68,358
9-P-031(005)-3	SNOHOMISH COUNTY Meridian St, Lundeen Pkwy SR 204 to SR 9	TPP	Bid Award	1,991,000	0
9-W-184(012)-1	VANCOUVER Mill Plain Boulevard 172nd Ave to 192nd Ave	TPP	Construction	2,700,000	0
9-W-960(101)-1	WESTPORT SR 105 Spur Enhancement Forrest to Westhaven	TPP	Contract Completion	31,874	2,080

Executive Director Change Total	-35,233
--	----------------

TPP Change Total	-35,233
-------------------------	----------------

Total Change	-1,833,243
---------------------	-------------------

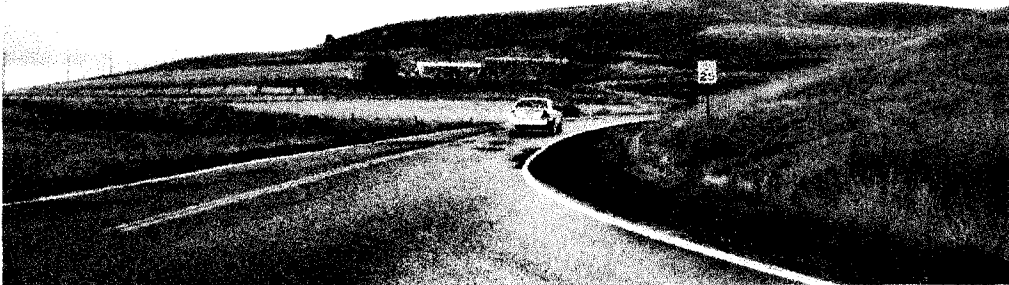
Sidewalk Deviation Request Staff Review Transportation Partnership Program (TPP)

Board Meeting Date: May 21, 2004

REGION	East	FUNDING YEAR	FY 2004
LEAD AGENCY	City of Pullman	PROPOSED BID AWARD	July 2004
PROJECT NUMBER	9-E-167(004)-1	PROJECT LENGTH	0.55 miles
PROJECT NAME	North Fairway Drive Coliseum Parking Lot to Terre View	AADT	4,100
		FUNCT CLASS	Minor
		VE STUDY	Not Required
CURRENT PHASE	Design Phase approved on April 17, 2003		

Phase	TIB Funds	Local Funds	Total Cost	
DESIGN	Funds to be approved for Design	148,000	37,000	185,000
	Funds to be approved for Right of Way	24,000	6,000	30,000
CONSTRUCTION	Funds estimated for Construction	1,300,000	325,000	1,625,000
TOTAL		1,472,000	368,000	1,840,000

NONELIGIBLE COST	0
	TIB REIMBURSEMENT RATIO 80.0%

LOCAL MATCH	PULLMAN \$100,000; WSDOT \$0; WSU \$268,000 for a total of \$368,000
EXISTING FACILITIES	The existing roadway is 20 to 24 feet wide with limited sight distance. There are no facilities for pedestrians or bicycles.
	
PROJECT BENEFITS	<ul style="list-style-type: none"> Corrects deficient roadway geometry Eliminates pedestrian/vehicle conflicts Provides adequate capacity to support planned campus development
PROPOSED WORK	The project reconstructs and widens the existing roadway to 40 feet. It eliminates unsafe horizontal and vertical curves. The proposed section provides two travel lanes with a continuous left turn lane to ensure adequate capacity for planned development. Installation of curb and gutter on both sides of the road aids in the collection of storm water. Pedestrian and bicycle traffic is accommodated by a ten to twelve-foot multiuse path on the east side only. Construction of swales and detention ponds, landscaping, bus pullouts and illumination improvements are included in the scope.

DISCUSSION

The city requests a sidewalk deviation to construct a 10 to 12-foot multiuse path on one side only in lieu of TIB-standard sidewalk on both sides.

Justification for the deviation is detailed below:

- A multiuse path separates not only pedestrians but also bicyclists from vehicle traffic. Separated paths are utilized throughout the northern campus area. The Washington State University (WSU) Path Committee encourages construction of separated paths for non-motorized modes instead of sidewalks and bicycle lanes.
- The area topography is quite steep. A separated path does not have to follow the road alignment. It can be designed with grades that facilitate pedestrian travel.
- During winter, snow is plowed onto adjacent bike and pedestrian facilities. A separated path is not impacted by roadway snow removal. The path can be maintained even in inclement weather.

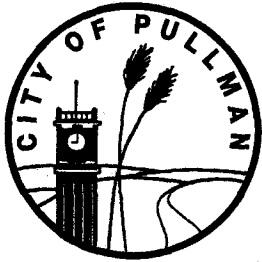
The city is not requesting additional TPP funds. TPP and city funds remain unchanged from project selection. Any increase in project cost above the current estimate is the responsibility of Washington State University.

**STAFF
RECOMMENDATION**

Staff recommends approval of a sidewalk deviation to construct a 10- to 12-foot multiuse path on one side only.

BOARD ACTION

- Motion to approve deviation to construct a 10 to 12-foot multiuse path on one side only in lieu of TIB-standard sidewalk on both sides.



CITY OF PULLMAN

Public Works and Planning Departments

325 S.E. Paradise Street, Pullman, WA 99163
(509) 338-3220 or (509) 338-3213 Fax (509) 338-3282
www.ci.pullman.wa.us

March 2, 2004

RECEIVED

MAR 11 2004

TIB

Fred Brower
TIB Project Engineer
Washington State TIB
P.O. Box 40901
Olympia, WA 98504-0901

RE: TIB Project Number 9-E-167(004)-1
Sidewalk deviation

Dear Mr. Brower:

Our application for funding the above-referenced project on North Fairway Drive, included a 10-12 foot wide paved bike/pedestrian path on one side of the roadway only. Project estimates were based on this concept. This letter is to request formal approval of a deviation from the TIB standard requiring sidewalks on both sides of the roadway.

The combined bike/pedestrian path will provide positive separation of both cyclists and pedestrians from vehicular traffic. This would not be possible with a narrow sidewalk on each side of the roadway. The path will comply with ADA requirements.

I have enclosed an overall project plan showing the new roadway and path alignments. Note that the existing road will serve as the path where the new alignment leaves the existing road alignment resulting in significant savings to the project. These savings were included in the original estimates. Call me if you need additional information at (509)338-3214.

Sincerely,

Dale R. Rogers
Senior Engineering Technician

DRR/sll

Enclosure



Allocation Methodology

Allocation Methodologies in the Urban Programs

Different allocation methodologies are used when distributing funds to TIB's three urban programs. The allocation methodologies are as follows:

Arterial Improvement Program: In the Arterial Improvement Program, funds are distributed to five regions based on needs, population and vehicle miles traveled. Each year adjustments to the distribution factor are made to compensate for changes in project participation.

Transportation Partnership Program: In the Transportation Partnership Program, forty percent of the funds are distributed to the highest ranked projects in the state, fifteen percent to the Eastern region, fifteen percent to the Western region, and the remaining thirty percent to the Puget Sound.

Urban Pedestrian Safety and Mobility Program: In the urban component of the Pedestrian Safety and Mobility Program funds are distributed based on urban population within a region when compared to the state's overall urban population. The state is divided into three regions: east, west, and Puget Sound. Final regional distribution can be adjusted by as much as five percent.

FY 2005 Allocations	AIP	TPP	UR/PSMP
Statewide		40%	
East		15%	20%
West		15%	20%
Puget Sound	56.0%	30%	60%
Northeast	14.3%		
Southeast	8.3%		
Northwest	8.7%		
Southwest	12.7%		

At the January Board meeting, staff presented data showing that over a six-year period this proposal would have resulted in a nominal shift in allocations between the eastern and western Washington. The level of allocation for the Puget Sound region was unaffected.

Staff recommendation

Staff recommends using population and functionally classified roadway miles when determining the amount of funds to distribute to a region, with the additional flexibility to adjust a region's allocation by up to five percent to fully fund a project. Every five years regional distributions will be reviewed to compensate for changes in project participation.

- Motion to adopt the following emergency WAC language, which adjusts the regional allocation for the FY 2006 urban programs, and to direct staff to pursue permanent WAC rule adoption:

WAC 479-12-430 Apportionment of funds to pedestrian safety and mobility program regions. Of the funds obligated to pedestrian safety and mobility projects within urban areas, the amount apportioned to projects in a region shall be defined in the following manner:

- (1) One-half of the ratio shall be the population of the urban areas of each region divided by the total population of all urban areas of the state as last determined by the office of financial management;
- (2) One-half of the ratio shall be the amount of functionally classified lane miles of the arterial system within the urban areas of each region, divided by the total lane miles for the entire functionally classified urban arterial system;
- (3) A region's allocation can be adjusted by up to five percent. Beginning 2004, regional allocations will be reviewed every five years to compensate for changes in project participation.

~~((will be within plus or minus five percent of the ratio which the population of urban areas in a region bears to the statewide population for urban areas as last determined by the office of financial management.))~~

Of the funds obligated to pedestrian safety and mobility projects within small cities, the amount apportioned to projects in a region will be within plus or minus five percent of the ratio which the population of cities under five thousand in a region bears to the statewide population for cities under five thousand as last determined by the office of financial management.

WAC 479-14-130 Apportionment of funds to transportation partnership program regions. Of the funds in the program, the amount apportioned to projects in a region shall be defined in the following manner:

- (1) One-half of the ratio shall be the population of the urban areas of each region divided by the total population of all urban areas of the state as last determined by the office of financial management;
- (2) One-half of the ratio shall be the amount of functionally classified lane miles of the arterial system within the urban areas of each region, divided by the total lane miles for the entire functionally classified urban arterial system;
- (3) A region's allocation can be adjusted by up to five percent. Beginning 2004, regional allocations will be reviewed every five years to compensate for changes in project participation.

~~((forty percent will be allocated to projects on a statewide basis and then, at least fifteen percent will be allocated to projects in the east region, at least fifteen percent to projects in the west region, and approximately thirty percent to projects in the Puget Sound region.))~~

Regionally significant transportation projects submitted for funding by the TIB and approved by the legislature are exempt from the regional distribution formula.

WAC 479-12-130 Apportionment of funds to arterial improvement program regions((-)) shall be defined in the following manner:

- (1) One-half of the ratio shall be the population of the urban areas of each region divided by the total population of all urban areas of the state as last determined by the office of financial management;
- (2) One-half of the ratio shall be the amount of functionally classified lane miles of the arterial system within the urban areas of each region, divided by the total lane miles for the entire functionally classified urban arterial system;
- (3) A region's allocation can be adjusted by up to five percent. Beginning 2004, regional allocations will be reviewed every five years to compensate for changes in project participation.

~~((Beginning 1995, every four years, the board shall determine the distribution formula to apportion unobligated arterial trust account funds to each urban region. The distribution formula shall be defined in the following manner:~~

- ~~—(1) One third of the ratio shall be the population the urban areas of each region bears to the total population of all urban areas of the state as last determined by the office of financial management;~~
- ~~—(2) One third of the ratio shall be the vehicle to mile ratio traveled on the classified arterial system within the urban areas of each region, compared to the total vehicle to mile ratio traveled on all classified urban arterial systems;~~
- ~~—(3) One third of the ratio shall be an actual or historical indicator of needs within the region as determined by the board.~~
- ~~—The distribution of funds within each region shall be administered so as to permit complete arterial improvement program projects in each arterial classification to be authorized and funded))~~



**Graduated Local Match for
FY 2006 Transportation Partnership Program (TPP)**
May 21, 2004

BACKGROUND

The Transportation Partnership Program currently requires a minimum local match of twenty percent of total project cost. This requirement extends to all agencies eligible for the program. Eligible agencies include all incorporated cities with a population of 5,000 or greater and all counties that contain a federal urban area.

Agencies receive points for contributing lead agency and other public funds above the minimum required. Applicants can receive a maximum of 25 points in the Local Support category. Local Support accounts for twenty-five percent of the total application rating.

Agencies must provide forty percent of total project cost to receive 25 points in Local Support as shown below:

Local Match Required to Generate Maximum Points

All Agencies Eligible for TPP Funding	Minimum Lead Agency Match	Required Lead Agency Funds	Required Private Funds	Required Overmatch	Total Local Match Percentage
	20%	5%	10%	25%	40%

STATUS

Typically, TPP projects are of larger scope and greater complexity and cost than Arterial Improvement Program projects. Agencies with smaller public works budgets may have a difficult time competing in the Transportation Partnership Program because Local Support comprises a large portion of the total rating. When a small agency has been successful in obtaining TPP funding, the financial burden on local funds has been particularly difficult.

Graduating the local match requirement based on the population of the agency may allow smaller agencies to compete for a TPP project without causing undue financial stress. Staff reviewed several population scenarios to determine ranges that would assist the smallest agencies without significantly affecting the overall program.

The following scenario achieves the objective and aligns the Transportation Partnership Program funding requirement with the Arterial Improvement Program. Agencies must provide local funding as shown below to receive 25 points in Local Support:

Local Match Required to Generate Maximum Points

Populations	Minimum Lead Agency Match	Required Lead Agency Funds	Required Private Funds	Required Overmatch	Total Local Match Percentage
Under 10,000	10%	5%	10%	15%	30%
10,000 to 14,999	15%	5%	10%	20%	35%
15,000 & Above	20%	5%	10%	25%	40%

Implementation of the recommendation provides financial relief to 66 agencies, 18 counties and 48 cities. The local match requirement reduces to ten percent for 50 agencies, with an additional 16 agencies' minimum lowered to fifteen percent.

Affected agencies with their reduced minimum local match are shown below:

Agency	Min Local Match	Agency	Min Local Match
ARLINGTON	15%	FRANKLIN COUNTY	10%
ASOTIN COUNTY	10%	GIG HARBOR	10%
BATTLE GROUND	15%	GRANDVIEW	10%
BENTON COUNTY	15%	GRANT COUNTY	15%
BONNEY LAKE	15%	GRAYS HARBOR COUNTY	10%
BRIER	10%	HOQUIAM	10%
BURLINGTON	10%	ISLAND COUNTY	10%
CAMAS	15%	JEFFERSON COUNTY	10%
CHEHALIS	10%	KELSO	15%
CHELAN COUNTY	10%	KITTITAS COUNTY	10%
CHENEY	10%	LAKE FOREST PARK	15%
CLALLAM COUNTY	10%	LAKE STEVENS	10%
CLARKSTON	10%	LEWIS COUNTY	15%
COLLEGE PLACE	10%	LYNDEN	10%
COVINGTON	15%	MASON COUNTY	10%
COWLITZ COUNTY	10%	MILL CREEK	15%
DOUGLAS COUNTY	10%	MILTON	10%
DUVALL	10%	NEWCASTLE	10%
EAST WENATCHEE	10%	NORMANDY PARK	10%
EDGEWOOD	10%	OTHELLO	10%
ENUMCLAW	15%	PACIFIC	10%
EPHRATA	10%	PORT ORCHARD	10%
FERNDALE	10%	PORT TOWNSEND	10%
FIRCREST	10%		

Agency	Min Local Match	Agency	Min Local Match
POULSBO	10%	TOPPENISH	10%
QUINCY	10%	TUMWATER	15%
SEDRO WOOLLEY	10%	UNION GAP	10%
SELAH	10%	WALLA WALLA COUNTY	10%
SHELTON	10%	WASHOUGAL	10%
SKAGIT COUNTY	15%	WEST RICHLAND	10%
SNOHOMISH	10%	WHATCOM COUNTY	15%
STEILACOOM	10%	WHITMAN COUNTY	10%
SUMNER	10%	WOODINVILLE	10%
SUNNYSIDE	15%		

RECOMMENDATION

Staff recommends:

- o Motion to adopt the following emergency WAC language, which allows a graduated local match based on population starting with the FY 2006 program, and to direct staff to pursue permanent WAC rule adoption:

WAC 479-14-180 Local/private matching funds on transportation partnership program projects. Transportation partnership program funds for urban program projects authorized by the board shall be matched by an amount not less than twenty percent of the total cost of the transportation project for agencies with a population greater than 15,000, an amount not less than fifteen percent of the total cost of the project for agencies with a population between 10,000 and 14,999, and not less than ten percent of the total cost of the project for agencies with a population less than 10,000. Matching funds will be considered to be all contributions other than those provided by the board.

Safety Criteria Revisions for the FY 2006 Small City Program May 21, 2004

BACKGROUND

The following criteria are the basis for evaluating Small City Program (SCP) applications:

- Safety
- Pavement Condition
- Local Support

The maximum rating for Safety is 40 points although 68 points are available. Staff reviewed Safety point distributions for the last two funding cycles to evaluate the effectiveness of each factor.

The following breakdown shows the factors and their maximum point value:

- Accident History & Potential30
 - Accident History10
 - Potential Safety Hazards20
- Existing Conditions30
 - Pavement Width15
 - Shoulder Width6
 - Shoulder Condition3
 - Adjacent Terrain3
 - Significant Pedestrian/Bike Traffic3
- Truck Route5
- School Bus Route2
- Transit Bus Route1

AVERAGE RATINGS FOR SAFETY FACTORS

FY 2004 & 2005 Funding Programs

	Number of Apps	Accident History	Safety Hazards	Pavement Width	Shoulder Width	Shoulder Condition	Adjacent Terrain	Ped/Bike Traffic	Truck Route	School Bus	Transit Route	Safety Total
Max Points		10	20	15	6	3	3	3	5	2	1	40
Funded	27	1	14	9	2	1	0	3	1	2	0	33
Not Funded	201	0	10	8	2	1	0	2	1	2	0	27

The average ratings for the FY 2004 and 2005 funding cycles indicate that the majority of the factors work effectively. However, during the review staff discovered underutilization of the Accident History category.

Even though ten points are available for Accident History, funded projects averaged only one point in this category. Unfunded projects received an average of less than 0.5 point.

Currently, staff calculates a Cost/Benefit ratio for Small City Program applications that include Accident History using the same procedure as the urban accident analysis. The cost/benefit ratio indicates the number of years in benefit that it takes to pay back the project cost. Ratios of less than 25 receive up to 10 points. Because the number of reported accidents in small cities is low in comparison to their project cost, very rarely do applications receive Accident History points.

RECOMMENDATION

Staff recommends amending the assessment of Accident History to assign points based on the number of and severity of the incident.

The maximum allowed for the Accident History category is 10 points. The proposed point assignment is:

Property Damage Only Accident	1 point per occurrence
Injuries	3 points per injury
Fatalities.....	10 points per fatality

Implementation of this change ensures projects with documented accident experience receive points for their correctable incidents.

- Motion to approve the recommendation as presented.



FY 2006 Call for Projects

May 21, 2004

BACKGROUND

The Transportation Improvement Board's Financial Guidelines were developed to ensure TIB offers an annual call for projects for its major funding programs. For the first few years a funding program has a minimal impact on appropriation authority and cash flow. Less than twelve percent of the 2003-05 financial resources of the Urban Arterial Trust Account and the Transportation Improvement Account will be used for payments on projects funded from the 2006 Funding Programs.

STATUS

For FY 2006, the projected appropriation balances and cash flow demands will permit a call for projects in each of the major funding programs. Construction only projects requiring reimbursement in the 2003-05 biennia may affect the size of the FY 2006 Priority Array.

Program	Preliminary
Arterial Improvement Program (AIP)	\$20 - \$25 M
Pedestrian Safety and Mobility Program (PSMP)	\$2.0 – 3.0 M
Small City Program (SCP)	\$5.0 - \$7.5 M
Transportation Partnership Program (TPP)	\$25 - \$30 M

Staff also recommends the following schedule for the FY 2006 Call for Projects:

Date	Milestone
June 1, 2004	Call for projects announced
June 7-17, 2004	Funding workshops scheduled across the state
August 31, 2004	Deadline for applications to be received or postmarked
September-October 2004	Application evaluation and field reviews
November 18-19, 2004	Board selects projects at SeaTac Board Meeting

RECOMMENDATION

Staff recommends the Board approve the FY 2006 program sizes and call for projects schedule outlined above.

- o Motion to approve the initial FY 2006 Program Sizes and Call Schedule presented by staff.



State of Washington
Transportation Improvement Board

Program Redistribution
May 21, 2004

BACKGROUND

TIB has an inventory of 327 urban projects with a total financial commitment of \$609.9 million. While urban projects are funded based on how well they match the criteria for the AIP and TPP, a different TIB program may have funded the next section of a project in the years when a funding program was not offered. Past cancellations of annual program calls resulted in several contiguous sections being funded from different funding programs.

Since FY 2004, urban applications have been combined, allowing an application to receive a rating from both the Arterial Improvement Program and the Transportation Partnership Program. If a project rates well enough to be funded in both programs, staff reviews the competitiveness of the project within each program and determines program placement based on fund availability.

STATUS

TIB engineering staff reviewed all funded projects to identify those projects that would benefit from having their contracts reissued under one instead of two programs. Projects were selected for their competitiveness in both urban programs and whether they were connected to a project funded from a different TIB program. From this review the following list was developed:

Program	Project Number	Lead Agency	Project	Grant	Remaining Grant
AIP	8-1-140(017)-1	LYNNWOOD	176th Street SW	1,200,000	1,123,799
AIP	8-1-141(006)-1	MOUNTLAKE TERRACE	220th St SW	1,056,117	899,726
AIP	8-1-027(061)-1	PIERCE COUNTY	Spanaway Loop Rd S Extension	1,000,000	1,000,000
AIP	8-1-101(146)-1	SEATTLE	35th Ave NE/NE 65th St & NE 75th St	6,600,000	6,061,573
AIP	8-3-165(076)-1	SPOKANE	Freya Street	432,000	391,208
AIP	8-5-184(032)-1	VANCOUVER	Burton Road (2)	4,264,808	3,649,273
AIP	8-5-184(034)-1	VANCOUVER	NE 28th Street (Burton Road (3))	2,917,290	2,707,901
TOTAL					15,833,481

In addition, customers will benefit from simplified billing and a small amount of administrative cost savings realized.

RECOMMENDATION

In order to save costs associated with managing and awarding contracts funded by different TIB programs, staff recommends re-issuing the seven listed Arterial Improvement Program grants for funding by the Transportation Partnership Program.

- o Motion to approve the recommendation as presented by staff.



Small City Engineering Policy Revision May 21, 2004

BACKGROUND

Small City Program (SCP) projects usually cost less than \$500,000, and Small City Pedestrian Safety & Mobility Program (SCPSMP) projects usually less than \$100,000. When the engineering costs are limited to 25 percent of contract cost, as in our urban programs, small cities have difficulty in negotiating a contract with a consultant. To address this issue, staff previously recommended and the board enacted the following ***Delegation of Authority to the Director*** policy:

Small City Program

Approval of exceptions to the twenty-five percent engineering limit – The Director is given authority to consider and approve eligible engineering costs for Small City Program (SCP) and Small City Pedestrian Safety and Mobility (SCP/PSMP) projects as follows: construction contract amount up to \$50,000 – 36.0%, contract amount \$100,000 – 33.0%, contract amount \$300,000 – 28.0%, contract amount \$500,000 – 25.0%. Eligible engineering costs between the above values shall be interpolated.

The current policy initially helps in that it increases the amount available for engineering on small contracts. However, it does not address the situation where cities receive construction bids much less than the engineer's estimate. By the time the cities receive construction bids, which determine the amount available for engineering, more than half of the engineering work is completed and they've agreed on a cost for the remainder of the engineering work. Since low construction bids decrease the TIB-eligible amount for engineering, this often leaves small cities responsible for a larger percentage of the cost of the project than they expected.

Amending the policy to address changes in contract cost will relieve small cities of additional financial burden caused by non-eligible engineering. Staff proposes modifying the current policy with the following:

Small City Program

Approval of exceptions to the twenty-five percent engineering limit – The Director is given authority to ~~((consider and approve eligible engineering costs for Small City Program (SCP) and Small City Pedestrian Safety and Mobility (SCP/PSMP) projects as follows: construction contract amount up to \$50,000 – 36.0%, contract amount \$100,000 – 33.0%, contract amount \$300,000 – 28.0%, contract amount \$500,000 – 25.0%. Eligible engineering costs between the above values shall be interpolated))~~ approve exceptions to the 25 percent limit on a case-by-case basis.

RECOMMENDATION

Staff recommends replacing the current policy with the staff proposal.

- Motion to approve the recommendation as presented.



**Route Jurisdiction Transfer Request
City of Spokane
SR 290 (Trent Avenue)
SR-2 (Division Street) to Hamilton Street
May 21, 2004**

BACKGROUND

SR 290 (East Trent Avenue) begins at SR 2/395 (Division Street) and extends 18.38 miles east to the Idaho State Line, connecting to Idaho Route 53. Within the Cities of Spokane and Spokane Valley, the route is a principal arterial with four or five lanes. For the easterly five miles, the roadway section is two lanes wide with left turn lanes at major intersections. At the westerly end between Division and Hamilton Streets, the ADT is 11,000. A new bridge over the Spokane River at MP 0.47 has been constructed by WSDOT in 2003-2004. At Hamilton Street, a four/five lane limited access spur connects SR 290 to I-90 at Exit 282.

STATUS

The City of Spokane is requesting the transfer of the westerly 0.74-mile segment of SR 290 from SR 2/395 (Division Street) to Hamilton Street (SR 290 Spur), from WSDOT jurisdiction to the City of Spokane. WSDOT supports this transfer request (see attached letter).

The area around the route requested for transfer has evolved over the past 30 years from an industrial/warehouse district to an urban college campus, with Washington State University and Eastern Washington University sharing the Riverpoint Boulevard site. Gonzaga University is located just to the north of the route.

Written comments from affected agencies and the public concerning this transfer were to be submitted to the Transportation Improvement Board by May 7, 2004. Other than the initial request from Spokane and the letter of support for this request from WSDOT, no additional comments were submitted. Based on the lack of opposition to this request, a public meeting does not appear to be necessary.

RECOMMENDATION

Staff recommends the Board, acting as a committee of the whole, accept this transfer request for review with action being taken on the preliminary findings at the July meeting.



PUBLIC WORKS & UTILITIES
808 W. SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3334
(509) 625-6270
FAX (509) 625-6274

2004047

March 10, 2004

Stevan Gorcester, Executive Director
Transportation Improvement Board
P. O. Box 40901
Olympia, WA 98504-0901

RECEIVED

MAR 16 2004

TIB

Attention: Bob Moorhead, P.E. - Special Projects Manager

Dear Bob,

Thank you for your assistance in the preparation of the RJT Application. You will find it enclosed for your review and processing. You mentioned that we would need to be at the July TIB Board meeting in the Spokane Valley. That should not be a problem.

Thank you very much for your assistance on this project.

Sincerely,

Jerry A. Sinclair, P.E. - Senior Engineer
Capital Programs

JAS/jas

cc: Capital Programs Development

Riverside Avenue U-District



Application for Route Jurisdiction Transfer (RJT)

General Information

Initiating Agency City of Spokane, Washington Legislative District 3rd

Route Name Trent Avenue (State Route 290)
Western terminus: Division Street (SR2; US395)
Termini Eastern terminus: Hamilton Street

Length 0.72 miles ADT Approximately 11,000

Contact Person Jerry A. Sinclair P.E. Phone Number 509.625.6471

Office Hours 8:00-5:00 Monday thru Friday

Required Attachments

- ☐ Detailed Vicinity Map showing the route location.
Attached
- ☐ Letters and meeting summaries pertaining to the transfer request.
None

Description of Route

- ☐ Roadway dimensions, number of lanes, pavements type and condition.

1. Division St to Pine St

Length 480'
Width 68'
Area 32,640 sq.ft.
2004 OCI 56

2. Pine St to Riverpoint Bl

Length 1600'
Width 68'
Area 108,800 sq. ft.
2004 OCI 38

3. Riverpoint Bl to Cincinnati St

Length 1381'
Width 48'
Area 66,288 sq.ft.
2004 OCI 100

4. Cincinnati St to Hamilton St

Length 330'

Width 72'

Area 23,760 sq.ft.

2004 OCI 79

- ☐ Structural conditions, route classification and ADT

Structural conditions: see above

Route Classification: Principal arterial

ADT: approximately 11,000

- ☐ Activity or population centers within two miles of the route. (Give name, population and census date. For activity centers, give the number of yearly visits).

Activity centers within the City of Spokane, WA would include: Spokane Arena, Gonzaga University, Riverfront Park, Opera House, Convention Center, City Hall and the core Central Business District.

Route Jurisdiction Transfer Request

- ☐ Agency(s) receiving jurisdiction. City of Spokane, WA

- ☐ Affected agencies and their position on transfer, if known.

1. City of Spokane, WA – positive

2. WSDOT – positive

3. Washington State University Spokane (majority land owner of abutting properties) – positive

- ☐ Agency evaluation of route against criteria (WAC 479-210-100, -150, -200, -250 as applicable).

Responses keyed to WAC 479-210-200, Criteria for urban highway routes:

(1) No

(2) No

(3) It is an urban extension of a state highway, but not necessary to form an integral system because of its connection to the I-90 Corridor connection at Hamilton Street and Trent Avenue.

(4) The link will continue to exist and remain as a Principal Arterial serving as a link between two State Highways, Division Street (SR395) and Trent Avenue (SR290). The direct service along the route has changed over the years from a freight distribution area to an education service area.

Responses keyed to WAC 479-210-250, Interpretation and application of criteria to specific routes:

(1) Not applicable

(2) Not applicable

(3) Yes

(4) Not applicable

(5) Not applicable

(6) Continued State route designation of this roadway segment is not required to meet the criteria specified in options (a) through (f), because Trent Avenue east of Hamilton

Application for
Route Jurisdiction Transfer (RJT)

Street connects to I-90 at the Keefe Bridge and interchange, with further connectivity to SR395. The response to statements (a) through (f) is, **Yes**.

List any known opposition/support to the transfer

- ☐ If transfer has been previously proposed, include when.

Not previously proposed

Other Factors that may influence this transfer request

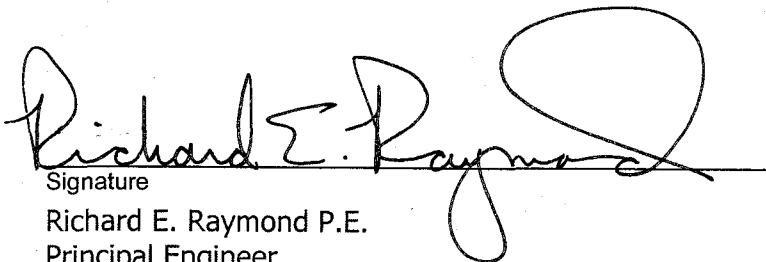
- ☐ Is there a comprehensive plan for community development encompassing this route?

1. WSU Spokane Campus master plan
2. University District initiative
3. City of Spokane comprehensive plan

- ☐ Growth management/economic development issues.

The proposed jurisdictional change will facilitate implementation of the WSU Spokane Campus master plan in conjunction with the City's University District initiative. These two initiatives play significant roles in the Mayor's overall economic development vision for the city.

Certification



Signature

Richard E. Raymond P.E.
Principal Engineer
Capital Programs and GIS

Printed or Typed Name & Title

February 1, 2004

Date

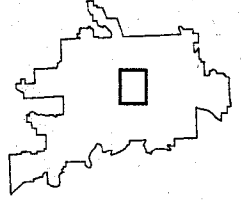


Trent Ave. (SR 290)
from
Division St. to Hamilton St.



Scale: 1 in. = 600 ft.
March 3, 2004

Vicinity Map





Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Eastern Region
2714 N. Mayfair Street
Spokane, WA 99207-2090

509-324-6000
Fax 509-324-6005
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 31, 2004

RECEIVED

APR - 5 2004

TIB

Mr. Tom Arnold, P.E.
Director, Engineering Services
City of Spokane
808 W. Spokane Falls Blvd.
Spokane, Washington 99201-3335

Re: SR 290, Route Jurisdiction Change
Division Street to Hamilton Street

Dear Mr. Arnold:

I am writing in support of the City's request for jurisdictional transfer of the segment of SR 290 (Trent Avenue) between Division Street and Hamilton Street from the Washington State Department of Transportation (WSDOT) to the City of Spokane.

Over the past years, the traffic on this segment of SR 290 has changed with the industrial uses giving way to the City of Spokane's University District. Today's traffic within this segment is far more localized than it has been in the past. Continued expansion of the University District along with the redevelopment of businesses on the south side will further change the traffic from being regional trips to local trips. This transfer is also consistent with provisions for increased pedestrian traffic in the area. SR 290 bisects the campus, creating the need for a much more pedestrian friendly facility than can be reasonably accommodated on a state highway.

Transfer of this segment of SR 290 is further supported, as it is not part of the interstate system or a US designated route. Continuity of the route is maintained by the SR 290 Spur (James E. Keefe Bridge) that directly connects I-90 to SR 290.

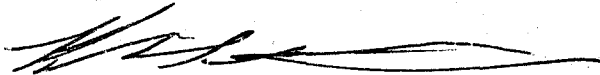
The limits of this transfer would begin at approximately MP 0.00 (Division Street east curb line) and end at approximately MP 0.74 (the west curb line at Hamilton Street).

WSDOT will complete the Trent Avenue Bridge over the Spokane River that is currently under construction. In addition, we have a paving project on this section programmed for the 2005 construction season that we agree to construct as scheduled.

Mr. Tom Arnold
March 31, 2004
Page Two

If you have any questions, please give me a call at 509-324-6020.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Keith A. Metcalf', with a long horizontal flourish extending to the right.

Keith A. Metcalf, P.E.
Acting Regional Administrator

cc: Paula Hammond, Chief of Staff, WSDOT
Kathleen Davis, Director, Highways & Local Programs, WSDOT
Bob Moorhead, TIB Special Projects Manager



**Small City Program
Newstreets 2005 Project Selection
May 21, 2004**

BACKGROUND

Staff has been working with WSDOT regional staff in an effort to emulate the economies of the Waitsburg joint project. Comparisons have been made with the scheduled WSDOT SR Overlay projects and arterial conditions in nearby small cities. An opportunity to extend the SR 97A overlay project in Chelan to include about one-half mile of Woodin Avenue and one block of Columbia Street appears to be the best current candidate. The cost of the small city work is estimated to be in the range of \$130,000 to \$150,000. Selection of this project at this May Board meeting will allow its timely inclusion in the WSDOT contract package, with bidding scheduled for Fall 2004 and construction for Spring 2005.

RECOMMENDATION

Approve selection of Chelan's Woodin Avenue and Columbia Street as a 2005 Newstreets project, with an estimated TIB cost of \$130,000 to \$150,000.



Proposed Board Meeting Revisions to Date & Location - 2004

May 21, 2004

BACKGROUND

Action was taken at the July 25, 2003 Board meeting to approve the meeting schedule for the 2004 calendar year. The Executive director has been invited to speak about Newstreets at a Transportation Research Board national conference on small cities. The timing conflicts with the planned September meeting. A lodging conflict has also resulted in a proposed change of location for the November meeting.

RECOMMENDATION

Staff recommends the Board approve the following revision to the 2004 Board Meeting Schedule:

- The regularly scheduled September 23-24 meeting will be held one week earlier on September 16-17, 2004 in Grandview.
- The November 18-19, 2004 meeting, which was scheduled in Bremerton, will be held in SeaTac.